

VOL. 3

APRIL, 1904

NO. 3

K.C.S. CURRENT EVENTS

ALONG THE LINE
OF THE

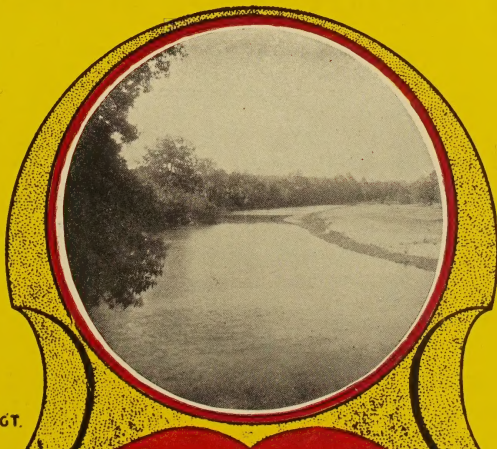


K.C.S.
"STRAIGHT AS
THE CROW FLIES"
TO THE GULF

KANSAS CITY SOUTHERN RY.

AN
AGRICULTURAL
AND
INDUSTRIAL
MAGAZINE.

S. G. WARNER,
GEN'L PASS. & TICKET AGT.



PUBLISHED BY
THE GENERAL
PASSENGER
DEPARTMENT
OF THE
KANSAS CITY
SOUTHERN
RAILWAY.

F. E. ROESLER,
TRAV. PASS &
IMMIGRATION AGT

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KANSAS CITY SOUTHERN RAILWAY

"STRAIGHT AS THE CROW FLIES"

KANSAS CITY TO THE GULF

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TO

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FROM ALL POINTS ON THE GULF
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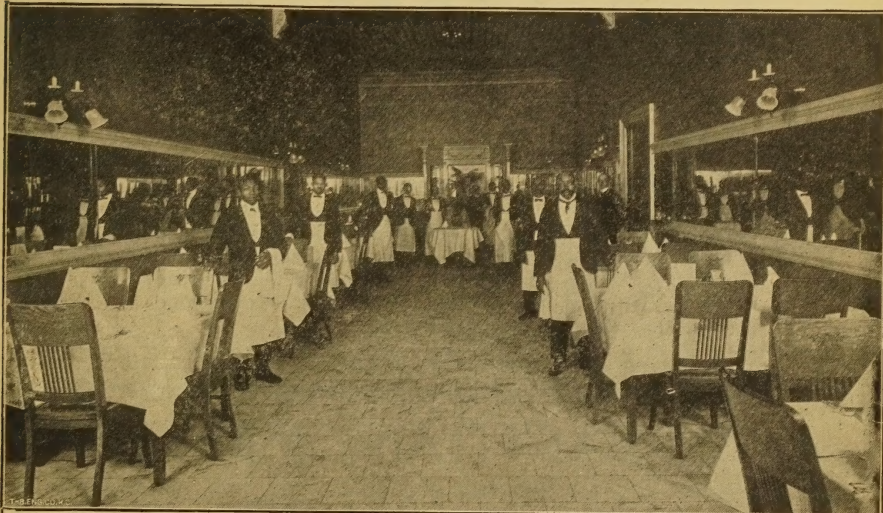
F. E. ROESLER,

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S. G. WARNER, G. P. and T. A.

KANSAS CITY, MO.

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When visiting Kansas City stop at BLOSSOM HOUSE, opposite Union Depot,
Street cars for all parts of the city pass the door.

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To the Homeseeker:—We are selling good Agricultural Lands in tracts from 40 to 160 acres, from \$4.00 to \$10.00 per acre.

Terms:—\$25.00 to \$100.00 cash, balance in four annual payments with eight per cent interest.

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SEND FOR DESCRIPTIVE PAMPHLETS.

MOORE & O'NEIL, Real Estate, Texarkana,
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FIRST NATIONAL BANK,

KANSAS CITY, MO.

CAPITAL, - - - - -	\$ 250,000.00
SURPLUS, - - - - -	500,000.00
UNDIVIDED PROFITS, - - - - -	425,000.00
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When writing to advertisers please mention CURRENT EVENTS.

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The North American Land and Timber Co. (Ltd.), London, England, offers several thousand acres of Land susceptible to easy and economical irrigation at most attractive prices. One tract in particular has located in its center oil wells that are certain producers. Transportation facilities close at hand, including pipe line and storage capacity in abundance. The Welsh Oil Field is but a short distance from this tract, which gives it a substantial value. Correspondence invited—fuller details gladly given.

A. V. EASTMAN, Manager

Lake Charles, Louisiana

Gentry, Benton County, Arkansas.

Get a fine Farm or a Fruit Orchard in the BIG RED APPLE COUNTRY where you can produce all standard crops, raise live stock and grow the finest fruits in the United States. Gentry ships about 400 car loads of fruit per season. Write for information, prices, etc., to

C. C. LALE, Gentry, Ark.

THE EWING HOUSE,

SILOAM SPRINGS, ARK.

25 ROOMS. Rates, \$1.50 to \$2.00 per day; \$5.00 to \$7.00 per week.

HOME COOKING

FIRST-CLASS SERVICE

DORNSIFE RESTAURANT CO.

819 MAIN ST., KANSAS CITY

Open All Night

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CURRENT EVENTS

APRIL, 1904

VOLUME THREE



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NUMBER THREE





SPIRIT OF THE ATLANTIC OCEAN, ST. LOUIS WORLD'S FAIR.

The White Man's Century—the Nineteenth.

Ten thousand, perhaps thirteen thousand, years ago the glaciers and ice fields, which had covered some of the northern states of America, leaving their debris in a vast semi-circle, extending from Maine to Colorado and sagging southward into Illinois, Missouri and Indiana, suddenly moved northward several thousand miles, overwhelming in their course the animal and vegetable life of that now arctic region. The climate apparently had been temperate, else the presence of the animal and vegetable remains strewn throughout that barren region cannot be accounted for. That the change was a sudden one is shown in the fact that the frozen carcasses of the mastodon and other land animals are found still intact in the ice.

Now tradition points to the fact that there lived in this region two tribes of men, stalwart in stature, fair in complexion, blue-eyed and utterly fearless. The one tribe, the Aases of Norse mythology, had flaxen hair, and the other, the Vans, were crowned with red or auburn hair. They were the forefathers of the Arians of Central Asia and from whom descended the Goths, the Teutons, Saxons, Vandals, Danes, Norsemen and a hundred other Germanic tribes. The Aases and Vans of Norse and Germanic mythology were the original "white men" and the encroachment of the glaciers compelled their southward migration. This migration over several thousand miles of ice-bound, barren country, in which most of the animal life had perished, must have been accompanied with hardships such as the world never saw before or since. In this migration the weaklings succumbed and only the hardiest could survive. What was left of this migration, when it reached the temperate regions of Central Asia, was the physically most perfect and vigorous race on earth, and as such it has left its record in the history of the world.

Asia and Europe were inhabited by Mongol tribes, when the wanderers from the North reached them. Wherever the two races came in contact, the yellow man gave way before the white. In every dispute he got the worst of it. In battle he lost his life and the giant stranger from the North took

from him his wife and his daughters. Wherever this mighty Arian went with his tribe he exterminated the native Mongol. Wherever the Arian war parties went, they made themselves at home among the natives and a new race came into existence, its manly characteristics largely determined by the quantity of Arian blood that was in it. The result is the variety of races and nations in Europe and Asia. Of the pure original Arian only a few exist in Northeastern Norway, but his blood is in nearly every race on earth except the black. It is a conquering blood and it is this admixture that in turn made the Romans, Greeks, Persians and Turks, the conquering nations. Foremost in battle, the time came when the fighters of these nations were killed out and the native blood was in the ascendancy. With this change came the decline and fall of the nations. Foremost in battle as always was the Arian, foremost in everything that constitutes the ideal man, the manhood of the races must be judged by the percentage of Arian blood that is in them. The Arian conquest of the world, has been a steady forward march from the day he set his foot in Central Asia, say ten thousand years ago, to the present day. In every century the white man has left the record of his activity, but in the ages to come, the nineteenth century will always be regarded as the turning point in the world's history. Summing up all that has been accomplished in the centuries gone by, it must be conceded that the work of the three generations of this century, the nineteenth has in magnitude, volume, variety and important results, excelled that of all time of which there is a record. The nineteenth century was essentially "a white man's century." It was the "white man's" inning and he has left his imprint an indelible mark in the world's history. Henceforth, he rules in all the world; the conquest is his and his mandate is law. His domination extends over the American continent, over Europe, over Australia, over Northern and Southern Africa, Northern Asia and even over the Arctic regions. He alone has the land upon which to develop and multiply, and the energy, power and endurance to overcome

the most adverse conditions. That is the heirloom he inherited from the ancestors who fought the bitter fight for existence during their Arctic migration.

The work of the century began with the destruction of the Barbary pirates by the United States navy and ended with the crushing of Spain's colonial power by the same navy. Europe saw the rise and fall of the Napoleonic empire. The leaven of liberty scattered over Europe by the American and French revolutions, the fact that a nation can exist and yet grant its citizens a representative government, freedom of speech, freedom of press, equality before the law, freedom to migrate, public education, religious toleration, popular suffrage and the right to pursue any suitable calling, seriously disturbed the political equanimity of Europe. The revolutions of 1830 and 1848 were suppressed, but nevertheless they resulted in a constitutional and representative government, a hitherto unheard of thing in Europe, excepting England. They also created a racial or national feeling demanding the consolidation of nations speaking a common tongue.

The unity of Italy wiped out a score of petty governments and created a homogeneous kingdom. The German Empire was formed in 1871 after the defeat of France and most of the petty German governments were consolidated with Prussia. A similar movement is at work among the Slavonic races, now divided up between several nations of alien tongue, and a similar trend can be observed in the confederation of the several British colonies.

The greatest factor in the conquest of the world by the "white man" has been the growth of the United States of America. In every forward movement the great republic has been the leading spirit. From a confederation of five million inhabitants, lying east of the Alleghenies, it has become in one hundred years a compact nation of 76,000,000 people, equal in strength and resource to any nation on earth. The colonial possessions will add say 15,000,000 inhabitants to the nation's census. The purchase of Louisiana during Jefferson's administration increased the area of the United States from ocean to ocean; the later purchases and cessions from Spain and Mexico extended the borders of the Republic to the Gulf and the Pacific, and made possible the acquisition of the Islands of the Gulf, Hawaii and

the Philippines. When the South American republics tore themselves loose from Spain, President Monroe's declaration that the American continent was no longer subject to European colonization, was sufficient for their protection against European aggression. The war of 1812 with England hastened the industrial development of the United States and the great Civil war put an end to the political quarrels of half a century, made the American union indissoluble and banished slavery from the continent. Czar Alexander II's liberation of the serfs put an end to slave holding by white men.

England has been the most aggressive colonizer among the European nations in the nineteenth century. She has strengthened her hold on the rich empire of India, has developed Canada and Australia, colonized with more or less success the southern part of Africa, controls Egypt and Northeastern Africa and has picked up here and there patches of terra firma where the aboriginal owner happened to be found asleep.

Russia has overrun Central Asia to the borders of India and China and is now gorging herself on Chinese territory. She has built the great Siberian railway and has firmly bound together her enormous domain.

France, beaten out of her American possessions by England, has late in the century renewed her efforts at colonization. She has gained a foothold in Northern and Northwestern Africa, in Madagascar and Tonquin.

Germany's greed for colonies developed late in the day and nearly all her acquisitions were made in tropical Africa and most of them of doubtful value. Spain has lost all of her colonial possessions and Portugal still retains a few colonies in Africa.

The Italians, descendants of the greatest of colonizers, the Romans, have made attempts to colonize, but have generally been soundly thrashed wherever they attempted to gain a foothold.

All of these are white races and all have been aggressive. Only one nation not of the white race, the Japanese, has shown itself progressive. While ordinarily classed as a Mongol race, the indications are that at some remote period it came in contact with the ancient Arian. It has shown itself capable of taking up and using whatever the white civilization has de-

veloped and also of originating new ideas. It is an active power and must be reckoned with in future dealings.

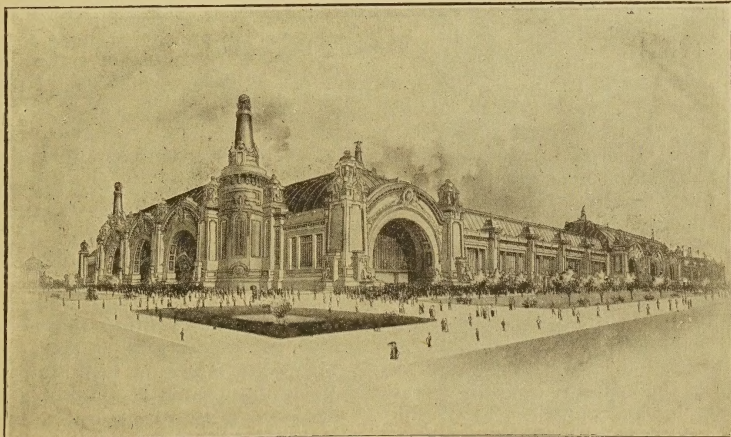
The supremacy gained by the "white man" in the physical conquest of the world, has also been maintained in every other way. Great Britain, with her manufactures, has controlled the markets of the world. The change from wooden vessels to iron steamships came with the Civil war in the United States. The nineteenth century has been the age of scientific investigation and the application of the results to practical use. It has been the age of steam, the steam engine, the sewing machine, the sawmill, the shoe machine, the knitting machine, the Jacquard loom, the blast furnace, the reaper, harvester, binder, thresher, the linotype, Hoe press, folder, typewriter, friction match, gasoline engine, illuminating gas, nitroglycerine, celluloid, coal tar products, India rubber, aluminum, the telephone, telegraph, electric light, electric motor, electric furnace, the phonograph, the steam pump, steam drill, compressed air apparatus, steam plow, dredging machine, automobile and thousands of other valuable machines.

The Atlantic ocean is crossed in five days, and steam ships use 33,000 horsepower. Four hundred and fifty thousand miles of railway, enough miles to encircle the earth eighteen times, are in operation and speeds of sixty to eighty miles per hour are not uncommon. Cables cross the seas from continent to continent and none

of these things were dreamed of early in the century. The Suez canal has shortened the route to India by thousands of miles. The Baltic and North Sea have been connected and sea vessels can reach the Great Lakes. The great cantilever bridge at the Firth of Forth, the suspension bridge across East River, the arched bridge at St. Louis, show what the modern bridge builder can do. The great tunnels and the enormous buildings in the great cities show the capacity of the engineer and architect. The annual product of the mines exceeds that of the centuries that have passed.

Medical practice has been brought to the standard of an exact science, and chemistry is now the mother of a host of exact sciences. The discovery of the microbe and the process of inoculation as a means of cure for diseases have removed a host of dangers to human life and the discovery of anaesthetics and its development have been an inestimable boon to mankind. The problems of the relations of heat, light, sound, motion, the mechanical equivalent of heat, the absolute zero, etc., have been solved and applied to practical use. The flying machine is within reach. The geographical explorations have covered nearly every part of the earth, and little is left for the next generation to uncover.

The white man's century—the nineteenth century—has been the greatest age of which mankind has a record.



TRANSPORTATION BUILDING, ST. LOUIS WORLD'S FAIR.

The Louisiana Purchase Exposition.

According to program, the greatest universal exposition of modern times will open at St. Louis, Mo., on April 30th, 1904, and close December 1st, 1904. This World's Fair will occupy a space of 1,240 acres—nearly two square miles. The Columbian Exposition at Chicago covered 633 acres, that of Paris, 1900, 336 acres, the Pan-American at Buffalo, 300, the Centennial at Philadelphia, 236 acres, and the Trans-Mississippi at Omaha, 150 acres. The area occupied by the Louisiana Purchase Exposition is almost equal to the aggregate acreage of all of these.

The expenditures of forty-nine states and territories, including Alaska, Hawaii, Porto Rico and the Philippines, amount to \$6,739,986. The expenditure of the national government on buildings and exhibits amounts to \$6,488,000.

The foreign governments which have made appropriations, ranging from \$500,000 to \$1,000,000, are Germany, France, Brazil, Great Britain, Mexico, China and Japan, and the other countries adequately represented are Argentine Republic, Austria, Bolivia, Belgium, Ceylon, Columbia, Costa Rico, Canada, Greece, Guatemala,



PALACE OF VARIED INDUSTRIES.

The architecture of the exposition is majestic in its design and proportions, and embodies every architectural style known to the world. The main exhibit palaces will have 128 acres under roof, and over 500 distinct buildings are required to make up the exposition.

The exposition at St. Louis in 1904 involves an expenditure of \$50,000,000. The nucleus of this was \$15,000,000, contributed in equal parts by the general government and by the citizens and the corporations of St. Louis. The remainder was made up of the appropriations of the several states, foreign countries and expenditures of exhibitors and owners of concessions.

India, Ecuador, Morocco, Nicaragua, Italy, Jamaica, Chili, Cuba, Hayti, Salvador, Corea, Sweden, San Domingo, British Honduras, Spain, Rhodesia, West Indies. Some of the private concessions will require expenditures ranging from \$500,000 to \$750,000.

Among the thousands of attractions of the exposition are the following:

- Special corn exhibit, cost \$50,000.
- Rose garden, ten acres in area.
- Four acres of growing fresh fruits.
- Bi-monthly exhibit of seasonable flowers.
- Tobacco exhibit, covers over half an acre.
- One acre conservatory—rare flowers and plants.



MUSIC.

Floral clock—minute hand 2,500 pounds.
Cafe on balcony in Horticulture building.
Assembly hall seats 1,200, Agriculture building.

Clock dial, 100 feet across; largest on earth.

Cotton exhibit, one-third acre; 60 feet high.

Sugar exhibit, every phase; cane to caramel.

Butter and cheese exhibit, over an acre.

Four acres of agricultural implements.

Pure food exhibit, covers two acres.

Native Alaska buildings, real totem poles.

Ainu hunters and fishers—Japan aborigines.

Ancient Mexican city of Mitla reproduced.

Comparative measurements of race types.

Historical records of Louisiana Territory.

Typical frontier trading post reproduced.

Comparative measurements of race types.

Stadium, seating capacity 27,000 persons.

Great display in gymnasium trophy room.

Iron statue of Vulcan, 50 feet high.

Turquoise mine in actual operation.

A typical Pennsylvania coal breaker.

Models of coal mines and appliances.

Special collection of gems and rare metals.

An operating lapidary and assay office.

Outside forestry exhibits, cover 15 acres.

Outside live game exhibits, 10 acres.

Projected terminal improvements in New York.

Historical exhibit of B. & O. railroad.

Speech transmitted via electric light rays.

Edison's personal exhibit of inventions.

Imitation diamond factory in operation.

Factory where paper boxes are made.

Regular hat factory in operation.

Factory for making pens of all kinds.

Display of jewelry valued at \$10,000,000.

Ice plant—300 tons daily capacity.

Special pavilion for sculpture.

Idaho silver nugget—weight ten tons.

Turbine engine of 8,000 horse power.

For athletic events, \$150,000.

Art pottery works in operation.

Hank Monk's famous stage coach.

Natural garden of wild flowers.

Wireless telegraph station in operation.

Working display of United States big guns.

Liberty Bell in Pennsylvania building.

Germany vs. America in forestry exhibit.

Model creamery, in Agriculture building.

Placer gold mine in Mining Gulch.

Tree 800 years old from North Carolina.

Giant locomotive at full speed.

Locomotive tests throughout season.

Automobile speeding contests.

Cheese weighing two tons.

Giant bird cage, 300 feet long.

Whale, 92 feet long—papier mache cast.

Modern printing establishment in operation.

Model Indian school, one hundred pupils.

Complete assemblage of the world's races.

Athletic contests—all nations and races.

Revival of Olympic games of Ancient Greece.

Primitive Mexican copper mine camp.

The widest boiler plate ever rolled.

Full sized yacht, completely rigged.

Manufacture of nitrogen from the air.

Wireless telephone station in operation.

A practical shoe factory in operation.

Gem cutting, grinding and polishing.

Model schools for blind and deaf.



GOTHIC ART.



"THE SIOUX CHIEF."

Queen Victoria's Jubilee presents.
 Philippine exhibits, cost \$1,000,000.
 Largest gas engine—3,000 horse power.
 Decorative sculpture, cost \$500,000.
 Rainbow gardens, amid the Cascades.
 Airship tournament, \$200,000 in prizes.
 Largest organ, 145 stops, 10,000 pipes.
 Full sized model United States warship.
 Model farm, exhibited by U. S. Government.

Indian exhibit, covers 40 acres.

Washington's Headquarters at Morristown, N. J., Robt Burns' Cottage, Gen. Grant's Cabin, Andrew Jackson's Home, Thomas Jefferson's Home—all reproduced.

A perfectly equipped hospital with surgeons and nurses.

Melon day, 500,000 melons served visitors free of cost.

Models of irrigation as used in the Western states.

Exhibit of aquatic and arid plants.

Main picture: comprises ten great palaces, arranged fan shape.

Festival Hall, 200 feet high, in center of Cascade Gardens.

Three great cascades, largest waterfalls ever constructed by man.

Ninety thousand gallons of water per minute flow over cascades.

The Art Palace, central structure, permanent; cost, \$1,040,000.

Palace of Liberal Arts, 525x750 feet; cost, \$480,000.

Palace of Mines and Metallurgy, 525x750 feet; cost, \$500,000.

Palace of Manufactures, 525x1,200 feet; cost, \$720,000.

Palace of Education 525x750 feet; cost, \$400,000.

Palace of Varied Industries, 525x1,200 feet; cost, \$650,000.

Palace of Electricity, 525x750 feet; cost, \$415,000.

Palace of Transportation, 525x1,300 feet; cost, \$700,000.

Palace of Machinery, 525x1,000 feet; cost, \$510,000.

Washington University Buildings; cost, \$1,000,000; used by Exposition.

Palace of Agriculture, 546x1,660 feet, 23 acres; cost, \$550,000.

Palace of Horticulture, 400x800 feet; cost, \$240,000.

Forestry, Fish and Game Building, 300x600 feet; cost, \$175,000.

Anthropology Building, 263x113 feet; cost, \$115,000.

Inside Inn, within exposition grounds, capacity, 6,000 persons.

United States Fisheries Building, 135 feet square.

Refrigerator Building, 320x210 feet; cold storage capacity, 300,000 square feet.

Rose Garden, six acres in area, 50,000 rose trees.

Live Stock Exhibit, covers 37 acres; \$250,000 for premiums.

Wide waterways beautify the main picture; for gondolas and small craft.

United States Government Building, 250x800 feet; cost, \$450,000.

Map of United States in growing crops, covers area of five acres.

Model strawberry farm, with 400 varieties growing thereon.



PALACE OF MANUFACTURERS.



FESTIVAL HALL AND CASCADES.

"FEATURES ALONG THE PIKE."

The Tyrolean Alps and typical village.

Irish village, with characteristic features.

Jerusalem—The most important sections reproduced.

Streets of Cairo, Egypt's capital city, her bazaars and amusements.

Constantinople and the bazaars of Stamboul.

Mysterious Asia—India, Ceylon, Burmah and Persia.

Siberian Railway, a trip through darkest Russia.

A trip to the North Pole, a wonderful illusion.

The Streets of Seville.

The South Sea Islands—Hawaii, Samoa and other places.

Chinese village—Tea house, joss house and theatres.

Lapland village—Laplanders and Esquimaux.

Old St. Louis, as it was 100 years ago.

Galveston flood, showing the great storm and the restoration.

Battle Abbey—A cycloramic picture, the important American battles.

Naval display—Maneuvers of miniature battleships in battle array.

Deep sea diving.

The wonders of liquid air.

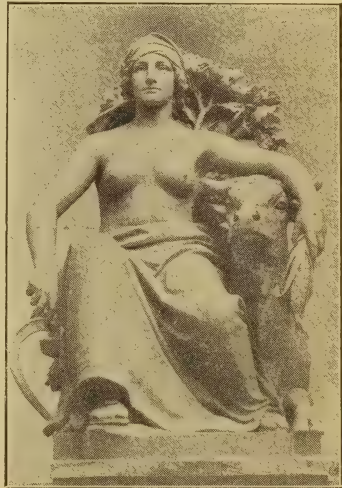
Infant Incubator.

The hotel accommodations of St. Louis are considered ample to entertain all visitors. There are immense hotels now established, with a capacity of 21,000 guests. Thirty-five new hotels, with a capacity of 47,000 guests, have been completed, and the new hotel enterprises under way will increase the total number to 250. The hotel rates range from \$1.00 per day up.

Not included in the established class are great hotels of temporary construction located around the World's Fair site, near its gates, under obligations to the World's Fair management to give good entertainment at moderate prices.

The Inside Inn, with a capacity of 5,500 people, is within the grounds, erected under a contract with the exposition management stipulating its rates. This hotel offers 500 rooms at \$1.00 a day, 500 at \$1.50 a day, 500 at \$2.00 a day, and the remainder, which are larger, with baths, at higher rates. The price of admission to the grounds is added to the rate of the Inside Inn, so that guests there enjoy the advantage of remaining in the grounds day and night.

The Forest Park University, Napoleon Bonaparte, the Forest City, the Fraternal, the University, the Kenilworth, the Epworth, the Grand View, the States, the Oakland, the Iowa, the Guaranty, the West Park, the American, the Christian



STATUE OF KANSAS.



PALACE OF MACHINERY.

Endeavor, the Visitor's, and others, with capacity for from 500 to 5,000 guests, are within easy walking distance of the World's Fair gates.

Besides hotels with accommodations for more than 150,000 guests, the Free Information Bureau has lists of boarding houses and rooming houses of respectable character on the street car lines leading to the World's Fair, with lodgings for 15,593 guests, and a list of private houses that will let rooms for 17,876 persons.

There are 485 restaurants in St. Louis, and they have a national reputation for good fare, good service, cleanliness and moderate prices. Twenty of these 485 restaurants can take care of 33,000 patrons.

The railroads at St. Louis are perfecting a shuttle train service between Union station and the World's Fair grounds

that will handle approximately 30,000 people an hour in each direction. Tracks in Union station and at the World's Fair grounds will be set aside for the exclusive use of this traffic. The trains will consist of ten cars, each with a seating capacity of 100 passengers. By running on a 1,250 feet block system, the trains will be enabled to run one minute apart with safety.

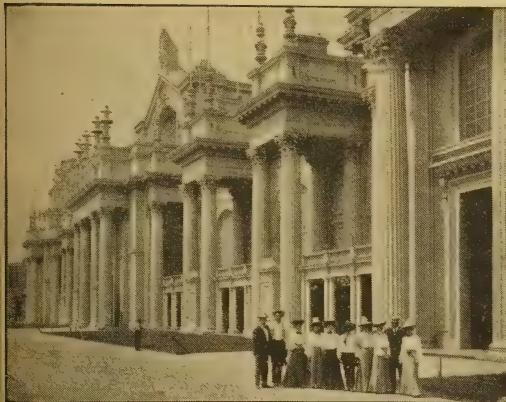
In addition to this shuttle train service, through passenger traffic will be handled, accommodating from 20,000 to 30,000 people an hour.

The street car companies will operate seven double tracks from the city, in addition to two from St. Louis county, and claim that they will be able to handle 5,000 passengers per hour on each line.

A conservative estimate of the minimum number of passengers that may be



PALACE OF LIBERAL ARTS.



PALACE OF EDUCATION.

handled from the city to the World's Fair grounds is 80,000 an hour.

EXCURSION RATES TO ST. LOUIS.

There will be three sets of excursion rates to St. Louis for the exposition on sale during its entire duration.

1. Rate of one fare, plus \$2.00, with 10-day limit, but not later than December 5th, 1904.

2. Rate of one and one-third fare, with 60-day limit, but not later than December 15th, 1904.

3. Rate of 20 per cent less than dou-

ble the regular one way rate for tickets with return limit of December 15th, 1904. STOPOVERS AT SILOAM SPRINGS AND SULPHUR SPRINGS, ARK.

On round trip tickets to St. Louis, routed via Port Arthur route to Neosho, Joplin or Kansas City, thence via connecting lines to St. Louis, stopovers of 10 days, but not later than final limit of ticket, will be allowed at Siloam Springs and Sulphur Springs, Ark., on return trip only, on tickets sold at points in Louisiana or Texas.

THROUGH CARS AND CONNECTIONS.

The Kansas City Southern will operate a daily through Pullman sleeping car from Port Arthur and Beaumont, Texas, to St. Louis via Shreveport and the Cotton Belt route, commencing April 24th, 1904, which will afford the fastest time and best service between Texas and Louisiana and St. Louis.

In addition to above mentioned service, passengers via the Kansas City Southern railway will have choice of going via Kansas City, Mo., Joplin, Mo., Neosho, Mo., Ft. Smith, Ark., Texarkana, Ark., if desired, all Kansas City Southern trains making close connections at Kansas City, Joplin, Neosho, Ft. Smith, Texarkana and Shreveport with direct lines to St. Louis.



FOUNTAIN NO. 1.

Tonaca, the High Priest.

A STORY OF THE RIO GRANDE.

"From what you say one would be led to think that all the Chihuas are fools and that there is not now, and that there never was a wise man in the tribe. Come this evening after supper, and maybe I can tell you something about one, at least, who cannot be rated as a fool."

Eusebios' house in San Elizario was open when I called with a pocketful of cigars. Three old men were with him to vouch for the correctness of his story, and my dollar's worth of cigars was well used up by the time he got through. The story was rambling and full of repetitions and an occasional correction was made by the old men, but in substance it is given below:

"It was in the days before the coming of Montezuma among the Chihua people, bestowing upon them his manifold blessings, that there lived among our people a great wise man and priest, who understood the curing of nearly all ills, who knew the sacred properties of all plants that grew, and whose prayers and incantations never failed to bring rain when it was needed. He commanded the southeast wind to sweep through the Rio Grande valley and bring with it the clouds that held the rain. His name was Coconai, and he was of the clan of the snake in which had rested for centuries the wisdom of the tribe.

The men of the clan of the antelope had been ambitious for ages to produce a great man, whose fame should reach the remotest Pueblo village, and so they did when it came to warriors and hunters; but none of that clan had been able to commune with the great Unseen, learn His secrets and acquire the wisdom and powers of priesthood. Now, among the young men of the clan of antelope was Tonaca, who frequently retired to the mountains and prayed and fasted many days, and so he did for several years until there came the year of the great drouth and the grass dried up on the plains; the game starved and died and the Rio Grande had ran so low that the people had to dig in its bed for water. Coconai had predicted this

drouth the previous year and had warned all to save their corn and waste nothing.

This drouth continued into the second year, but Coconai when appealed to to pray for rain had sadly shaken his head and said that the sins of the people of Chihua had been too great and numerous, and until they had made sufficient prayer and sacrifices his and their prayers would be unheard.

Upon hearing this, young Tonaca again went to the mountains and fasted and prayed and when he returned he declared that he had seen sights and that he had received the power to make rain; that not the people of Chihua, but the clan of the snake were to blame; that the priests of this clan had grown so arrogant in their powers as to offend the great Unseen, and that he, Tonaca, was the only one in the tribe of the Chihuas whose prayers would be heard; all those who decried his powers and did not join in the ceremonies would be severely punished and those who prayed against him would bring destruction upon the tribe. On the morrow he would pray for rain and be heard.

There was great murmuring in the tribe; some wanted to slay Tonaca at once for committing a sacrilege, others rushed to his defense and for a short time there was danger of bloodshed. The clans of the rabbit, coyote, bear and others whose interests were not affected by the rising of a new priest threw their influence to Tonaca and so it came that he made his prayers in the morning.

And when the morrow came Tonaca mounted the highest house in the village and began his rain dance and his prayers. Below him on the ground stood the whole tribe, except the clan of the snakes, whose priests had retired to their estafa.

Tonaca prayed all day and all night and ten quiverfuls of sacred arrows he shot into the sky and when the sun resumed his walk through the sky the next day, there arose in the west a black mighty cloud which rolled rapidly eastward to meet the sun. Rolling and tumbling and roaring, it at length enveloped the village, cover-

ing it, the river and the country about with a thick layer of acrid dust and sand. When the cloud had passed, the sun shone calmly over a desert. The growing corn, the beans and the pumpkins had been buried in the sand brought by the cloud and the little water there was in the river had been sucked up and for the people of Chihua there was nothing to eat and nothing to drink. When the people of Chihua realized the magnitude of their disaster, they cried aloud in their wrath: "Slay the impostor; sacrifice him! stone him! stone him!"

But Tonaca was wise if not beloved of the great Unseen. For when he beheld the disaster he had wrought, he sprang from the roof and fled for his life, and though they sought him far and near they found him not, nor any traces to show whither he had gone. It was a hard winter for the people of Chihua; some died of starvation, but the next year and many thereafter were years of plenty.

The clans of the antelope, rabbit, coyote and bear admitted their error in supporting Tonaca in his claims to the priesthood and in atonement made the proper prayers and sacrifices, and so for a third of a generation the priests of the clan of snakes reigned supreme in all earthly and spiritual matters. As to Tonaca, it was believed that the evil spirit of the sand storm had carried him off in punishment for his sacrilegious work. Later on it was rumored that he would return again, possessed of powers mightier than ever for good or evil.

And after one-third of a generation, in the midst of a terrific rainstorm there came back to the village of Chihua in the robes of a high priest Tonaca. The people had forgotten their anger but remembering their disaster fled from him as from an evil spirit. Coconai and the priests of the clan of the snakes, though fearing him, defied him and warned the people to deny him shelter and food.

Tonaca in his wrath walked through the streets of Chihua, and waving his sacred wand of eagle feathers proclaimed aloud that he was the master of the waters and that in three days he would cause the waters of the Rio Grande to flood the valley from mesa to mesa, unless the whole tribe appeared before him with proper deference. Before daylight came, the next day, the river had risen beyond its banks and the irrigation ditches began to break and

the water to creep in the low places between the houses. Then came timidly the men, women and children and the priests of the clan of the snake and in proper deference acknowledged their error, and Tonaca addressed them and said: "The waters shall subside and do you no harm. A third of a generation has passed since I prayed for you for rain; Coconai, the sorcerer, and the other priests prayed against me and so did many others, and those that trifle with sacred things are punished. Me, the exalted, the cloud carried to the place from which comes the rain, and there my powers over the waters have increased. It is now ordered that Coconai and the nine other priests of the clan of snakes go with me to the place whence comes the rain and where I will show them who controls the movement of the waters.

It was a long weary journey of sixty days to the West that Tonaca led Coconai and the nine old men of the clan of the snakes. Finally they came to the great sea to the West and Tonaca led the ten to a small hill on a level plain on the edge of the sea and far away from the hills. On this hill he bade them pray and declared that he would pray and cause the waters to rise.

Tonaca prayed long and earnestly and all around him the water began to rise through the ground. The waves began to rise and flow toward the hill on which they stood. The great plain was covered with water, which rose to the top of the hill and lapped the feet of Coconai and his priests. The waves rose higher and higher and up to their armpits and buffeted them to and fro and all around them was a waste of waters, and Coconai and the priest of the clan of the snake besought Tonaca to cease his prayers, but he heeded them not until the water had reached their chins. Then he declared that he would pray for the waters to subside and behold the waters began to fall away and each wave became smaller and as the sun was setting the plain was again dry and they walked back to their camping place. On the morrow Tonaca ordered them again to the hill, but the ten priests prostrated themselves before him and acknowledged him to be the high priest of the people of Chihua. Before returning home Tonaca declared that he would pray that the waters rise and fall ever thereafter and pledged the clan of the snake to send a

priest to the great sea once every ten summers to see that the waters rose and fell as he had bidden, and they did so for several generations.

When Coconai returned to Chihua, he and his priests heralded the wonderful news far and wide and no one thereafter questioned the miraculous powers of Tonaca, who lived for many years among the tribes on the Rio Grande and was in the highest repute as the most powerful priest the Pueblos had produced. He made many new laws and introduced new ceremonies and made the antelope clan a priestly clan.

Several generations after his death came Montezuma, the great teacher and prophet, and as the rush of light is to the sunlight, so was the memory of Tonaca lost in the glory of Montezuma.

Many generations after Montezuma, whose memory is still alive among our people, came the conquistadores and a new priesthood. To one of the new priests was related the story of Tonaca, master of the waters, and at the ending of the story this priest and a number of others nearly fell from their chairs with laughter, and this priest then explained to our people that the great sea in the West had fallen and risen for ages before Tonaca was born and the last priest of the Chihuahuas, who visited the sea, now called Golfo de California, made diligent inquiry and it was indeed so; Tonaca, the priest of the antelope clan, was indeed a wise man, for he hoodwinked the tribe for five generations."

The Remarkable Record of Beaumont, Texas.

The phenomenal development of the Gulf coast country has nowhere been more remarkable than in Beaumont, Tex.

Three years ago Beaumont was a prosperous little town, dependent chiefly upon lumber and rice, developed solely by local capital. Its population was then nearly ten thousand, supported by three saw mills, two planing mills, two rice mills, two iron foundries and some small industries. The discovery of oil at Spindletop in January, 1901, attracted capitalists and investors, who found not only a wonderful oil field which they came to see, but a live growing city surrounded by a large agricultural section, ripe for the co-operation of capital in many other directions, as well as in lumber and oil. Its growth since then has been rapid and continuous. Substantial and handsome brick buildings have been erected; many miles of paved streets have been constructed; a first-class sewer system has been put in; a well-equipped street car service has been placed in operation, and the population has increased three hundred per cent in less than three years—being estimated now variously at from 26,000 to 30,000.

Among the many new industries which have been attracted here is the largest plant in America to creosote lumber, two

lumber mills, another rice mill, a large foundry works, repair shop, two brick yards, one with a capacity of 30,000,000 per year, the largest iron and steel plant in the South, two planing mills, six large oil refineries, several large commission houses, and dealers in wholesale machinery and mill supplies, agricultural implements, etc. There are now seven important railroads running into Beaumont and two others coming.

That this remarkable development is built on a solid foundation is proven by a review of the three most important industries of Beaumont—lumber, oil and rice.

LUMBER.

The lumber mills are producing more finished lumber than ever before, three of the mills working night and day, their output being over thirty cars per day. The mills representing lumber companies having their offices and selling their lumber from Beaumont turn out annually 360,000,000 feet of long leaf yellow pine. The geographical situation of Beaumont and its railroad facilities makes it probably the most favorable location in the United States for conducting a diversified lumber business. Being situated on a deep, navigable stream only twenty miles from Port Arthur, lumber can be sent by

barge to that port and loaded there on vessels to any portion of the world. Galveston on the west and New Orleans on the east, with Port Arthur, give the city three competitive ports through which to reach foreign markets.

OIL.

The oil business of Beaumont has continued to grow until today productive capital invested in the Beaumont and nearby fields is not less than \$45,000,000.00. The daily production of oil is over 60,000 barrels. There are ten refineries between Beaumont and the coast, five of which are in Beaumont. One of these is said to be operated by the Standard Oil connections—cost \$7,000,000.00 and has a capacity of 30,000 barrels per day. For some time it was felt that with the decreased production of the original oil field at Spindletop, Beaumont would lose its importance as an oil center. Events have proven there was no reason for such pessimism and the discovery of each new oil field has been contributing to the growing importance of the Beaumont oil industry. There are now three oil pipe lines to Sour Lake field, two pipe lines to Saratoga field, two to Batsons Prairie and others are being constructed. The companies doing business in this field have their main offices and the bulk of their tankage at Beaumont. Spindletop shows every indication of being an important oil field for many years to come, and oftentimes surprises even its warmest friends by occasionally furnishing a well which spurts oil with some of its oldtime pressure. The fact that it is firmly believed that some of the larger companies here are closely connected with the Standard Oil Company and have invested sums aggregating millions in adjoining oil fields and in pipe lines and refineries has done much towards making the position of Beaumont unassailable as the center of the oil industry of the Gulf coast country.

RICE.

The record which Jefferson county established last year in growing rice is wonderful. The year's acreage devoted to rice was over 52,000 acres—12,000 acres more than the entire rice crop of the state of Texas three years ago. The average production per acre is not less than twelve sacks and is probably over thirteen sacks. Many farmers have produced an average of over twenty sacks per acre. When it is taken into consideration that a farmer can

care for from 100 to 160 acres of rice without assistance, except in harvesting, contrasting such a showing on \$20.00 to \$40.00 land with the earnings of the northern farmer raising wheat on \$100.00 land, the wonder is that there should be an acre of available rice land uncultivated in the county.

Examples which have been very fully verified are so numerous that it seems needless to mention particular cases, but there are many men in Jefferson county today who went there a year ago with nothing and who, after farming on shares during the past year, find themselves with \$500.00 to \$1,000.00 on hand after their living expenses have been paid, with which to start the next crop or purchase their own land.

RAILROADS.

The prosperity of Beaumont and the country immediately near is best reflected by those unfailing thermometers of industrial progress—the railroads. Every railroad which enters Beaumont is improving its facilities. The Southern Pacific has just completed a large, modern, brick freight depot and is preparing to erect a large and handsome passenger depot with sheds seven hundred feet long, the two to cost approximately \$75,000.00. The G. C. & S. F. has erected a new roundhouse and has extended its line from Beaumont north to Center, and from Beaumont west to Saratoga, bringing within reach of Beaumont's wholesale dealers other important towns with which they are more favorably situated to do business than any other dealers. The Great Rock Island system has purchased the T. & N. O., Dallas to Beaumont line, and the track is being rebalasted and otherwise improved. Another train has been added to their service, making direct connection with New Orleans. The Galveston and Interstate is improving its track and is giving excellent daily service to Galveston. The Trinity & Brazos Valley, running through the richest cotton section of the state of Texas, has already built its line from Cleburne to Mexia and is now surveying a route to Beaumont, to which they will extend their line within the next few months. The Beaumont-Sour Lake electric railway, has completed the greater portion of its line to Sour Lake, Texas. Seventy-pound rails have been used and the construction is the very best in the state. The Kansas City South-

ern is adding to its equipment and on the first of April will be running two through trains each way, giving splendid short line service to Kansas City and the North. They have established a regular line of steamers from Port Arthur to Europe, leaving that port twice a month. The tonnage of this port has increased in the past year over three hundred per cent, due largely to the great development in oil and rice and to the energy displayed by this railroad.

The tonnage of the various railroads entering Beaumont was 30 per cent greater in 1903 than in 1902 and the tonnage for January and February and the business handled by the wholesale local houses this year exceed that for the same months last year.

To summarize the situation, there is probably no town in the United States today which offers better opportunities for the investment of capital in the development of agricultural and manufacturing enterprises. Land values have increased enormously and yet Southeast Texas has but crossed the threshold of the structure of industrial expansion which it is destined soon to build. Its health record is probably as favorable as that of any city in the United States, and as this has been in the past the only unknown quantity in the wonderful array of resources and opportunities, it is safe to conclude that its development in the near future will be even more rapid than that of the past.

D. WOODHEAD.

Strawberry Symposium.

As it is now time for the strawberries "to begin to move," to use the railway freight agent's vernacular, it may not be out of order to mention a few things said upon this subject in various publications. Mr. L. H. Lister of Montgomery, Ala., makes the following suggestion in regard to the cultivation of the berry in the South:

GROWING AND MARKETING STRAWBERRIES.

By the man who contemplates growing berries in the South for distant markets and upon a large scale, many things must be considered: First, location; second, soil; then variety to be grown, altitude, rainfall, railway facilities, character of refrigerator cars, time when his berries will move. He should also know the location of his competitors, the markets which would naturally take their berries, the varieties grown by them, the nature of the soil upon which they are grown, their mode of transportation and the demands of the various cities, and the men whom he can trust to handle his berries in the distant markets.

Location—He should seek a location where he would have the least competition. He should plant in that latitude and in that altitude which would ripen his berries by April first, as August is the first month when the demand in the North

is such that the various commercial centers will take them in carlots.

Soil—In my opinion the soil should consist of a gray sand; depth from four to six inches, with an element of gravel and clay subsoil, sufficiently rolling to carry off the surplus water, but not rolling enough to wash.

Varieties to be grown—Alabama has practically a monopoly in the East and Middle North of the carlot shipments of berries during the month of April, and up to May 10, when North Carolina, Tennessee, Arkansas, Missouri and Indian Territory commence loading cars; and when those sections begin pouring their berries into the markets Alabama must stop, consequently we must plant a berry that will mature its crop not later than May 10. We should select a variety that has the color, size, carrying quality, acidity, and one whose entire crop will retain nearly uniform size, and it should also be prolific. The "Klondike" fills these conditions.

Preparation of Soil—The land to be planted should be thoroughly prepared. I am in favor, when planting is done on a large scale, of matted rows; and as all the work done upon the land occupied by the plants must be done before planting, it should be thorough.



STRAWBERRY PLANT.

Courtesy Western Fruit Grower,
St. Joseph Mo.

Time to Plant—November, December, January and February.

Distances—Matted rows, four feet apart, plants three feet in the row. Hill planting, rows three feet apart, plants twelve feet in the row.

Cultivation—Plants should be given level cultivation. Ground should be kept well cultivated up to September 20, after which the ground should not be disturbed until the crop is gathered the tenth of the

following May. Then the leaves should be mowed down, allowed to become dry and the ground burned over. With the dry leaves, together with the pine straw, that all growers should use as a spring mulching to keep the berries free from sand, this can be done. The rows should then be barred off, leaving four or five inches of one side of the row, the middles then cultivated level, the whole field dragged with a straight-tooth drag. After

the new growth appears, cultivate well until September 20, or until a time when the grasses and weeds that may appear will not seed.

Berries as far south as Alabama should always be grown in quantities sufficient to load cars. This gives the shipper the advantage of refrigeration and freight rates. He can divert his car if he finds he will be benefited by changing the original destination. He will have many advantages by this mode of transportation.

Mr. Lister said, in answer to questions, that 4,600 cars of berries were used in the North in thirty days last year, these in addition to express shipments. He believed there was no limit to the demand for berries.

STRAWBERRIES IN TEXAS.

Prof. E. C. Green, assistant horticulturist of the Texas Experiment station, makes an interesting report of some experiments with strawberries, and also some notes concerning the behavior of a number of sorts.

Owing to the great interest aroused by the strawberry experiments this season at the Troupe substation of the A. and M. college, the following brief report has been prepared and given to the press in the hope that it may be of practical benefit to the farmers making plantings this fall:

About fifty varieties were tested and of these many failed utterly under our East Texas conditions, others demonstrated their merits from the standpoint of being desirable parents for breeding purposes, while a few showed themselves especially valuable from the standpoint of the commercial grower. It is of this last class that this brief article treats.

From a practical standpoint only a half dozen varieties may be considered by the grower; namely, Excelsior, Darling, Lady Thompson, Aroma, Haverland and Barton's Eclipse.

SEASON OF RIPENING.

On account of the frost last spring all the earliest blossoms were destroyed, hence the notes on the first ripe fruit give nearly the same dates for the ripening of several of the early varieties. From the standpoint of the first picking of consequence, however, the notes are a sufficient guide.

The first profitable picking was on April 12, when Excelsior yielded 375

quarts per acre, and two new and promising varieties, Darling and McKinley, ripened about 250 quarts each. The bulk of the Excelsior crop came between April 18 and 26, and the total yield for the season was 7,750 quarts per acre. Darling produced practically the same crop during the same period.

Lady Thompson came in for a good picking on April 18 and cropped well until May 8, having yielded at the rate of 9,000 quarts. The best one day record for Excelsior was on April 18, when it picked 1,250 quarts. This was equaled by Lady Thompson four days later.

Aroma made the first profitable picking on the 1st of May and yielded at the rate of over 330 quarts per day for the following twenty-five days. First and last Aroma produced 10,500 quarts of berries. Haverland came in strong May 4, and made heavy pickings until the 27th, in all yielding 8,625 quarts per acre.

Barton's Eclipse came into profitable bearing April 27, and continued giving heavy pickings for a full month. This variety made 12,457 quarts, the highest season record of any of the 50 varieties tested.

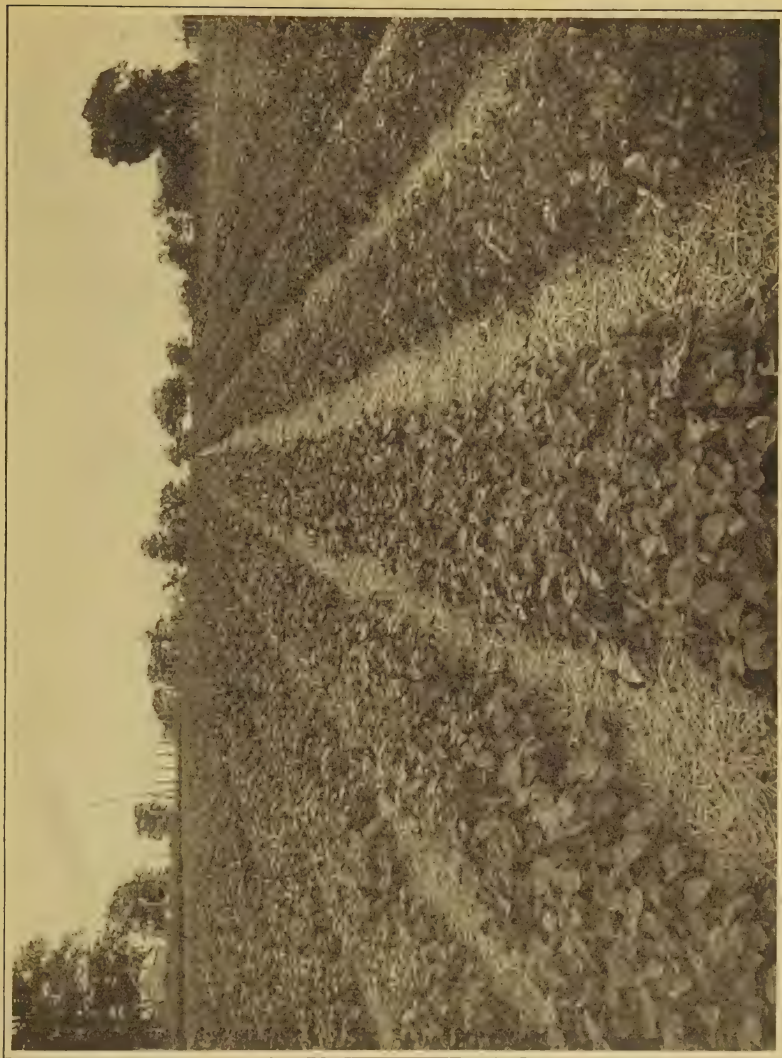
SHIPPING QUALITIES.

On May 18 two crates were picked in the morning for the purpose of testing the shipping qualities of the different varieties. The berries were not gathered with special reference to a long journey, but were gathered as usual for the local trade; that is, sufficiently ripe for immediate table use. In each crate were placed boxes of each of twelve varieties to be tested. One crate was shipped at 9:30 a. m. on the north-bound train for St. Louis, and the other on the 11 p. m. train that night. The first crate reached its destination, a short distance from St. Louis, on May 19 at 6:30 p. m. The inspector at that end reported Aroma in excellent condition with 5 per cent shrinkage, Haverland in good condition with 5 per cent shrinkage, and Barton's Eclipse in fair condition with 20 per cent shrinkage.

The second crate reached its destination at 7:15 a. m., May 20 and was reported on as follows: Aroma fair condition, but 25 per cent shrinkage; Haverland in good condition, and no shrinkage, and Barton's Eclipse in perfect condition and no shrinkage.

The earlier varieties being of known virtue as shippers were not tested.

From the above one may feel reasonably



STRAWBERRY PATCH.

Courtesy Western Fruit Grower,
St. Joseph, Mo.

assured that if the berries are picked with due regard for the long distance shipping they will carry for a two days' express trip without serious shrinkage and loss of market quality.

HARDINESS OF PLANTS.

In regard to resistance of drouth and diseases, all of the half dozen varieties under discussion are fairly satisfactory. However, it must be said that the earlier sorts are more safe for full crop than the later ones, inasmuch as a dry May, which is a frequent occurrence, might materially

lessen their production. This season, a timely rain occurred, and it is due to this that Aroma, Haverland and Barton's Eclipse made their heavy yields.

FERTILIZERS.

The variety garden had no fertilizer except a light dressing of dissolved ground bone in the early part of April. The soil is a heavy sandy clay loam, made largely of the wash of a neighboring hill.

On most soils a top dressing of 200 pounds of cotton seed meal, 200 pounds dissolved ground bone and 200 pounds

muriate of potash applied in the fall will prove a profitable outlay. However, a top dressing of strawy barn lot manure and about 100 bushels of fresh wood ashes applied just before the most severe winter weather, is preferable to the commercial fertilizers.

SIZE, QUALITY, ETC., OF FRUIT.

Excelsior—Medium size, deep red, of high flavor, but sour—almost as bad as a dewberry, firm, good shipper.

Darling—Medium to large in size, red to light red, rich and melting, one of the best early table and local market sorts, not sufficiently tested for recommendation as a market berry, though it promises well.

Lady Thompson—Medium to large size, red to light red, lacks color, poor flavor to fair when fully ripe; a fine market berry, carrying well and selling readily on account of its large size.

Aroma—Medium size, dark crimson color, juicy and of good quality. Prolific and hardy, a good market berry, shipping and selling well. The Aroma requires well fertilized ground to do its best, as it fruits heavily, and unless the soil is rich the berries are likely to be small.

Haverland, Pistilate—Medium to large, light red color, quality good, a good seller, and first-class shipper.

Barton's Eclipse, Pistilate—Size large, color light crimson, quality poor. Very heavy cropper, good shipper and sells very well on account of size.

FOR THE HOME TABLE.

While ordering plants get a few of those whose delicious flavor and rich quality make them suitable for the farmer's own table.

The Wm. Belt is a berry of this class. The plant, although a vigorous grower, is subject to evil effects from summer drouths, hence, especial case must be taken in choice of location for planting and in its culture. Finally, though a handsome, large fruit, it yields very shvly, still, the beauty of its deep, rich, scarlet color and the exquisite flavor and delicate perfume of its delicious juices abundantly reward one for the special pains he has experienced in producing it.

FERTILIZER FOR STRAWBERRIES.

D. L. Duncan in Western Gruit Grower.

At the several horticultural meetings attended by the writer during the past year, the fertilization of the strawberry has come up for discussion, and it must be

admitted that while in most states there was great interest shown in the subject, it was not given the careful discussion it was entitled to.

The importance of early ripening, solidity of fruit and rich coloring are recognized by all small fruit growers and especially by him who grows for market. These three conditions can be influenced by character of soil and the kind of plant food applied.

The preparatory period of growth of the strawberry plant before bearing is but one year and the crop that may be obtained is largely dependent upon the strength and vigor of plant which has been acquired during this period. Hence, it is desirable that the soil in which the plants are set should be abundantly provided with mineral elements.

One of the first requisites to the successful growing of strawberries is the preparation of the soil. The site should have rather heavy subsoil with preferably a sandy loam for top layer and should be well drained. In selecting the berry patch, do it with a view of setting in rows not less than ten rods long, the value of which will be discovered when it comes time to cultivate. Plow the ground deep, then harrow and drag. Don't, however, plow or otherwise work the ground when it is too wet or it cannot be pulverized properly. After harrowing the first time is when the fertilizer should be applied. This can be done with an endgate seeder or a regular fertilizer drill. Another good way is to sow it broadcast, the same as sowing grass seed, then follow with a harrow to cover it and mix well with the soil. One of the secrets of success from the use of commercial plant food on any crop is to have them evenly distributed and thoroughly mixed with the soil.

A ton mixture that has been recommended for small fruit is made from 800 pounds steamed bone meal, 600 pounds acid phosphate and 600 pounds sulphate potash. It must be borne in mind that small fruit is not derived from annual plants, but from perennials, and the character of feeding may be different from that in which the entire plant serves as a crop, as is the case with the cereals and most vegetables. And a fertilizer for such a crop should be compounded from materials that would provide a gradual and continuous feeding. As before mentioned, it is desirable that the soil in which the plants are

set, be abundantly supplied with mineral matter and an application of 500 pounds per acre of the mixture given above is recommended.

While an excess of nitrogen is to be avoided, yet nitrogen is an element that can be applied to strawberries at a profit, if supplied in a very available form and early in the season. Hence a top-dressing of about 100 pounds of nitrate of soda per acre should be applied early in the spring. In a garden or nursery where the plants are grown for market, the nitrogen is of much importance, since it encourages a growth of plant and runners. Possibly the most important element to the strawberry crop is potash. This holds good for all classes of small fruit, because it is so necessary to the fruit acid and the wood growth of both plant and fruit.

In most all strawberry fields the covering of the rows with straw or some other mulch is practiced. As this is not all removed in the spring, the question has been asked, how can I apply potash or nitrate of soda to my crop without wasting or injuring the plants? As both of these ingredients are soluble in water, they can be dissolved in a barrel or tank of water then sprinkled between the rows. If nitrogen is needed, about 100 pounds of nitrate of soda should be used. If potash is wanted use 150 pounds per acre of sulphate of potash. These materials can also be used in sprinkling on the mulch between the rows just before a rain, which will carry them into the soil without injury to plants.

THE LATEST FROM THE BERRY PATCHES.

The strawberry rush from Arkansas and Missouri will start in April, and the railways are getting ready to handle this crop when it is ready. This fruit starts on its journey with very little preliminary notice, and travels only on extra fast trains when it goes to market. The exact acreage is not yet known. From Neosho, Mo., where 620 acres have been planted, 160 carloads, and from Cove, Ark., where 230 acres have been planted, over 50 carloads are expected. Other stations on the Kansas City Southern will also make large shipments. In April, about 25 carloads per day will move from various points in Arkansas, which will greatly increase in May, as the Missouri berries will then be

coming in. In June 150 cars will be shipped North, aggregating for the strawberry season in the two states between 900 and 1,000 cars.

In the latter part of June the Texas peaches will be coming in, and the crop is a very good one. Arkansas will send 50 carloads of peaches, Missouri 25 and Indian Territory 10 in July. In August 500 cars will be Missouri's peach business for one railway; Arkansas will send 200; Oklahoma 50 and Indian Territory 10. In September Missouri and Oklahoma will wind up the peach season with 75 cars. It is estimated that Benton and Washington counties, Ark., will have at least 6,000 acres in berries, and that Southwestern Missouri will have a similar acreage, making for this region about 12,000 acres.

The Kansas City Southern's special fruit train will be in service in a few days between Shreveport, La., and Kansas City, Mo., and it is thought that some 3,000 to 3,500 cars of fruit and truck will be handled during 1904.

Alvin, Texas, will, as usual, be about the first of the berry shipping points to come into market. From the present outlook it is judged that from two to three carloads of strawberries per day will be shipped from this point between March 1st and May 15th.

The acreage at Gentry, Ark., will be between three and four hundred acres, somewhere between fifty and seventy car loads. At Neosho, Mo., the acreage has been increased to about 630 acres, which will keep between 700 and 800 people busy picking and packing the crop. It is thought that between 90 and 120 cars will be shipped from Neosho. Last year the crop from Neosho came from 300 acres, amounted to 62 car loads, and yielded net returns of over \$73,000, after paying expenses.

A visit to Cove, 17 miles south of Mena on the K. C. S., revealed some important facts regarding the fruit industry of this portion of Arkansas that are worth recording. That portion of Polk county is well adapted to fruit growing, but no better than nearly the entire county, and all that is needed to make this county famous in this line of production is for land owners to follow the example of the people in the vicinity of Cove.

Under the lead of the Turners, Hiltons, Bartons, Briggs Bros., Robt. Fornter, Doc-

tor James and others, ably assisted and encouraged by A. V. Swaty, Cove has gone to the front as a fruit center, and will this year send to market more strawberries than any other two towns in this county.

These people not only excel in the acreage of strawberries, but are planting extensively of the standard fruits, such as apple, peach, pear, cherry, etc., causing those who appreciate the value of the fruit industry for this section of country to be proud of Cove and her enterprising fruit growers.

Among those who have gone into this industry are the following, who have in bearing this season the number of acreage indicated: F. S. Turner, 18; J. P. Briggs, 15; Robt. Fortner, 10; W. H. Cole, 2; L. Henderson, 3; Doctor Hilton, 14; E. O.

Little, 3; Garey Cross, 3; Ed Allen, 6; Mr. Brockout, 7; Mr. Chapman, 2; Sam Green, 2; George Finn, 2; W. R. Adams, 2; Dr. A. C. Pames, 4; Wm. Doer, 3; W. J. Barton, 2; D. Barton, 8; A. B. Colley, 2; Mrs. G. K. Henderson, 2; D. Miller, 2; Freeman Scott, 1; D. C. Goff, 4; Hamiter Bros., 2; J. D. Henderson, 2; W. A. Henderson, 2; J. R. Batt, 2; Robert Rowe, 2; S. B. Gillespie, 2; J. K. Sims, 2; R. L. Grady, 3; F. Daniels, 1; A. V. Swaty, 3; R. Jordan, 2; A. C. Turner, 3; John Forehand, 3, and Robert Guthrie, 3.

These growers are organized to work together in shipping and marketing their products, and have ordered a carload of berry boxes and crates for this season's crop.

A Full Train of Rice.

PORT ARTHUR RICE MILLING CO. LOADS TWENTY-SEVEN CARS FOR CHICAGO

Those who were in the railroad yards February 28th, had the privilege of seeing the largest shipment of clean rice ever handled over the K. C. S., and probably the largest single shipment ever made by a mill in the South, coupled up and made ready to leave. The train consisted of twenty-seven 60,000 pound capacity cars, loaded with clean rice and billed through to Chicago by the Port Arthur Rice Milling Company. The Rice Milling Company has made numerous shipments of rough rice equaling this one in volume; but never before has it been able to ship so great a quantity of clean rice in one train. This monster sale and shipment is due solely to the ability of Manager W. E. Bradley in finding so great a demand for the cereal, and stands as one of the highest testimonials of efficiency a rice mill manager can receive. The consignment is valued at from \$25,000 to \$30,000, the majority of which will go to rice farmers here and at Nederland, who have turned their grain over to the mill to sell for them. That the milling company is always on the lookout for a good market

on which to sell the rice placed in their hands by the growers is well known, but this mammoth shipment will undoubtedly raise them in the favor of the growers, who appreciate to the full the well-directed efforts constantly made in their behalf by the management of the milling company.

W. E. Bradley, manager of the Port Arthur Rice Milling Company, says that the trainload of rice which was shipped to Chicago on February 28, arrived at its destination on the Saturday following, having been on the road just five days and a half. Since this shipment the mill has shipped more than a trainload in six and eight car lots to the same point. Up to this time the mill has shipped a total of more than sixty cars of rice to Chicago this season. The trainload shipped on February 28 consisted of twenty-seven 60,000 pound capacity cars of clean rice, the consignment being valued at about \$30,000. The rice was principally owned by the farmers and was sold for them by the mill, which is continually on the lookout for a good market.

About Missouri Apples.

MORE TREES IN MISSOURI THAN IN ANY OTHER STATE IN THE UNION.

Dr. J. C. Whitten, professor of horticulture in the University of Missouri, says that it is only a question of time when Missouri will produce more apples than any other state in the Union. At present this honor belongs to New York. "But New York's trees are dying faster than they are being planted," says Doctor Whitten, "while in Missouri those being planted far exceed those dying. Since 1890 Missouri has planted 12,000,000 apple trees, which makes her a total of 20,000,000 trees now growing. It takes a tree from five to eight years to come to bearing in this climate. This means that a large number of those trees planted since 1890 have not yet reached bearing age. When they do Missouri will probably raise more apples than any other two states combined.

The last census shows that the fruit growing area is shifting to a district of which Missouri occupies the center. Ten years ago Missouri was occupying seventh or eighth place in the number of trees. New York was at the head of the column. Today Missouri leads with 20,000,000, Illinois comes second with 13,000,000, then follow in close order Kansas and Arkansas.

While there are more trees growing than ten years ago, the increase has not kept pace with population. During the decade the population of the United States increased 20 per cent, the number of apple trees only 15 per cent. This fact alone indicates that there are not as many apple trees for each individual as there were ten years ago. But there are now consumers

across the ocean that must be counted. Owing to better cold storage facilities and improved rapid transit, the capacious Englishman, dilating German and expansive Frenchman can feast upon a Missouri Ben Davis in almost as good a condition as it left the tree in Howell or one of the other banner big red apple counties. We are not keeping pace with the home demand and the foreign demand is increasing with leaps and bounds. There is no danger of over-production.

Many big orchards prove veritable gold mines, but it is by no means a foregone conclusion that a man is to become rich because he happens to go into the apple business in Missouri. Some orchards never pay for the money and labor expended in bringing them to bearing age. However, if the orchard is properly located and well cared for, \$50 an acre for large areas is not an unusual income, while some large orchards yield an income of \$200 an acre. It cannot, however, be too strongly insisted on that orcharding is like other things—a man may succeed and he may not.

The biggest Missouri orchards are in the south part of the state. In McDonald county a New York company has 3,300 acres in orchard; two or three companies in Howell county have from 1,000 to 2,000 acres; a Missouri company is as fast as possible planting 5,000 acres in Laclede county. Much of the planting that has been done in the last decade has been the work of companies. When their work becomes productive Missouri will easily be first in the production of apples."

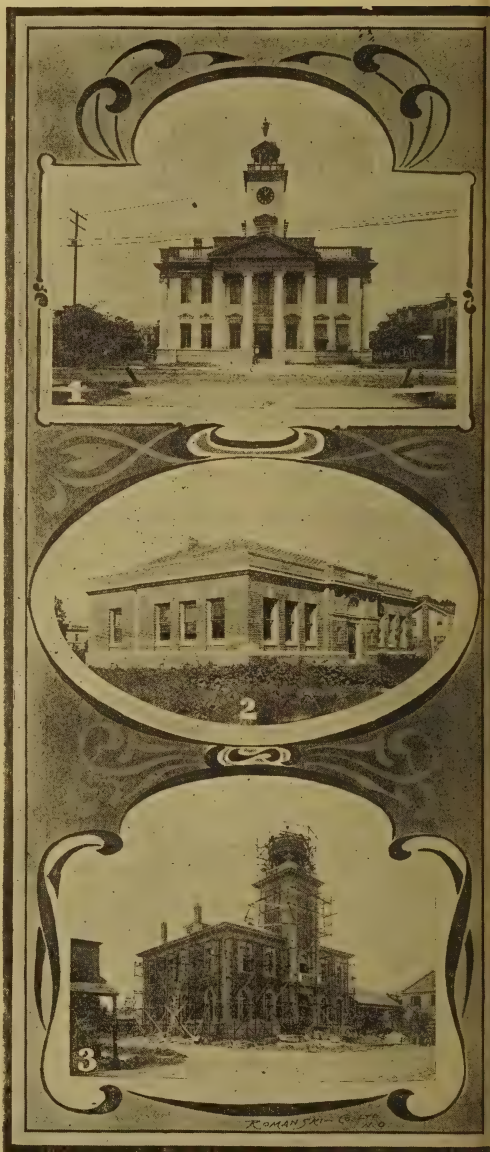


Lake Charles, Louisiana, and Calcasieu Parish.

In the extreme southwest corner of Louisiana, situated on the bank of a small lake or widening out of the Calcasieu river, is a neat and trim little city of 12,000 inhabitants, known as Lake Charles. It is a wide-awake, thrifty, ambitious little place, situated where its possibilities for expansion into a large city are practically unlimited. Ever since the settlement of the surrounding country it has been the center of trade. Transportation lines entering Southwest Louisiana naturally seek Lake Charles because of its importance as a point of origin for freight and its position commanding the only possible deep water harbor on the Western Louisiana coast. It has already more railroad lines and better transportation facilities than any city in the state except New Orleans and Shreveport.

The wealth of raw material within easy reach, and the ease of transportation, have made the little city a point for wholesale trade and manufacturing. From this point the surrounding country, covering a very large scope, is supplied with groceries, feed, fresh and salt meats, farm machinery and vehicles, dry goods and clothing, ice, liquors, drugs and other lines. Among the manufacturing establishments are nine sawmills, cutting 800,000 feet of lumber per day and employing 1,300 men. It has the largest rice mill in the world and two others, the combined milling capacity being 5,600 barrels daily. It has four great brickyards in operation, turning out fine compressed brick equal to any manufactured elsewhere. Among its other industries are railroad repair shops, machine shops, a wood and wire fence factory, planing mill and a paint factory. A cotton mill is now in course of construction.

Lake Charles wants more factories, and the following lines can establish a profitable business at a minimum outlay: The city and parish will exempt all new manufacturing enterprises from taxes until 1910. Building sites can be had at a nominal cost on the belt line railway, thereby saving expense in handling both



BUILDINGS AT LAKE CHARLES, LOUISIANA.

raw material and finished product. Fuel, oil and wood can be had at very low cost, and enormous beds of superior lignite coal are not far distant. The transportation facilities, as stated, are excellent in the matter of railway lines and inland

navigation. A deep water seaport is among the possibilities of the near future. Cotton mills have the proximity of the cotton fields, cheap fuel and easy transportation. For paper mills, there is an abundance of rice straw, tupelo gum, pine shavings and other available raw material, a pure artesian water supply, and if the sulphate process is used, sulphur mines eighteen miles away. The wool clip of the parish is 500,000 pounds annually and is constantly increasing. The freight saved on woolen products and raw material alone would make a good profit. There is an abundance of hardwood timber and no finer location or market for woodworking factories, furniture factories, box and crate factories, etc., etc.

As a place of residence the little city has nearly everything in the way of modern conveniences that can be desired. The frame business houses are being rapidly replaced by brick and stone structures. The water works derive their supply from deep artesian wells and the water is of excellent quality. Street paving has been done on some streets, while most of them are well graded. The public school enrollment is 1,500, some 400 or more attending private or secular schools. There is a commodious high school and some ten different congregations have church buildings of their own. There are in the city half a dozen hotels and numerous boarding houses.

Calcasieu parish is the largest and one of the most prosperous parishes in the state. The total area is 2,440,175 acres, of which 1,500,225 acres are open prairie and 825,225 are timber lands. The acreage in cultivation consists of 138,200 acres irrigated rice land; 26,125 enclosed pastures; 25,150 acres in hay; 10,000 acres in corn; 8,000 acres in oats; 7,050 acres in potatoes and 3,000 acres in cotton. The assessed value is \$16,035,355, divided as follows: Lands, \$8,278,510; city and village real estate, \$2,943,600; live stock, cattle, sheep and hogs, \$656,430; merchandise, \$629,540; money, \$383,675; vehicles, etc., \$94,340. The rice industry is recorded in the following details: Lands irrigated, 1902, 138,200 acres; amount of money invested in pumping plants and canals, \$1,674,000; miles of main canal, 245; miles of laterals, 132; horsepower of pumping plants, 9,825; irrigation capacity, 150,000 acres.



A T LAKE CHARLES, LOUISIANA.

The live stock of the parish consists of 44,725 cattle, 85,625 sheep and 34,000 hogs. The average annual rainfall for a period of twelve years is 54.94 inches, distributed as follows: January, 6.41 inches; February, 4.37; March, 4.30;

April, 2.67; May, 2.76; June, 7.62; July, 5.69; August, 5.74; September, 2.85; October, 3.42; November, 5.41; December, 3.70.

The statistical report of progress for 1903 of Lake Charles has not yet been compiled. That of 1902 gives the following interesting facts and figures: School census, 1902, 9,875 population; building expenditures—public buildings and business blocks, \$213,000; homes and dwelling houses, \$171,805; warerooms, \$11,400; general additions and improvements, \$50,000; improvement of mill plants, \$197,000. Total, \$643,205. The Lake Charles saw mill operations amounted to lumber cut, 129,000,000 feet; value of cut, \$1,760,000; number of employes, 1,275; annual payroll, \$618,000; postoffice receipts, \$19,192; postoffice boxes rented, 600; the local banks have a capital of \$490,000; a surplus of \$100,000; undivided profits, \$49,916; deposits, \$1,597,000; gross volume of business in 1902, \$79,117,000; bricks manufactured, \$5,000,000; payroll, \$18,700.

The 3,600 square miles, composing Calcasieu parish, have been settled for more than 150 years by Caucasians, but most of its territory remained undeveloped, until the constructions of railways made possible the marketing of its vast resources.

The climate of Calcasieu parish is wholesome, the temperature seldom falling below freezing point in winter and rarely going over 100 degrees in mid-summer. Taken as a whole the climate of Louisiana is mild, both in winter and summer. The average monthly temperature for the past twelve years is given as follows: January, 51.9 degrees; February, 53.9; March, 59.6; April, 67.4; May, 73.8; June, 79.9; July, 80.9; August, 80.6; September, 77.2; October, 68.7; November, 59.3; December, 53.5; annual average for twelve years, 67.2 degrees.

Southwest Louisiana's climate is classed as a damp, warm climate, with which physicians have no fault to find. Pneumonia, bronchitis and lung diseases are rarely heard of. Typhoid fevers are practically unknown; diphtheria, scarlet fever and children's diseases of cold climates occur rarely and are not severe. Yellow fever has been stamped out in Louisiana and the cleaning of Havana has made its return impossible. The average death rate at Lake Charles is fourteen per thousand.



BUILDINGS AT LAKE CHARLES, LOUISIANA.

Malaria of a mild type exists, wherever new ground is broken everywhere, but disappears after the second or third year.

The timber lands embrace one-third of the parish. The rest, except an irregular strip of marsh along the southern line of the parish, is rice and general farming land. The marsh lands afford excellent pasturage for many thousands of cattle.

Rice culture is the leading agricultural industry and has grown to its present dimensions within the past ten years. The present acreage exceeds 138,000 acres and millions of dollars have been invested in lands, canals and pumping plants. In some localities artesian water in boundless quantity has been found and is used for irrigating the rice fields. The crop is so profitable that many other crops are neglected. Some 35,000 acres are devoted to oats and hay, all of which is consumed at home. Corn and rice had an even start ten years ago, but the greater profit in rice caused the neglect in raising corn. Oats, hay, corn and other forage yield well, and owing to the limited quantity grown bring high prices. The cultivation of cotton has also given way to that of rice, though 3,000 to 4,000 acres are an-

nually grown. The building of the cotton mill at Lake Charles will probably greatly promote its cultivation. Sugar cane grows exceptionally well, but is grown more for "Ribbon Cane Open Kettle Molasses" for home use, than otherwise, as the acreage is only 1,000 acres.

The live stock of the parish has decreased in numbers, owing to the increased acreage in rice, but the grades of the cattle have been vastly improved.

The possibilities in truck growing and small fruits are great; of most vegetables two crops can be grown in the course of the year, and strawberries, blackberries and extra early truck can be put in the northern markets long before other great shipping districts could reach them. Peaches, plums, pears, figs and oranges of a hardy variety are grown in the parish, but do not even supply the local demand.

Oil, sulphur and timber are abundant in the parish and are being developed in various ways; the agricultural possibilities of the parish are, however, what we desire to call attention to. The board of trade of Lake Charles will be pleased at all times to furnish specific information to those interested.

The Gentry, Ark., Fruit Growers' Association.

About three years ago, the Gentry Fruit Growers' Association, which had then been doing business in a small way for two years, was incorporated and received a charter from the state. The capital stock was \$2,500, divided into 100 shares of \$25 each. At the time of the incorporation only about half the stock was paid up, and it was thought that the authorized capital was sufficiently large to meet the requirements for all time to come, but the fruit interests have developed beyond the expectations of the most enthusiastic among the incorporators, and it was discovered some time ago that the organization had made such a marvelous growth, that the limited capital and privileges granted by the charter was a handicap. The association had 100 members; all the stock was taken and yet many other fruit growers wanted to join but could not because there was no stock that could be bought, and, according to the by-laws, no one but a stockholder

can become a member. The object of the association is to help each other by acting collectively, and in this respect it has been a great success, not only to the members, in the way of purchasing their cases, boxes, barrels and other supplies at wholesale, as well as finding the best markets for the various fruit products, and getting all the market will justify, with the least expense for handling and transportation, but it has also kept many a dollar at home which would otherwise have been taken away by transient shippers from abroad, and thus the community and the town has received benefit from the association.

To accommodate those who wish to become members and receive all the benefits of the association, however, is not the only object contemplated in increasing the capital stock, as some plans exist for branching out more extensively in the business so as to handle all kinds of fruit for the members. Among the contemplated improve-



DURING FRUIT SEASON IN BENTON COUNTY, ARK.

ments growing out of this increase of capital, is a large evaporator, a new and more commodious packing house, and a railroad switch. The evaporator will be erected in time to aid in taking care of next season's crop. It is proposed to evaporate berries and peaches as well as apples, and thus allow nothing to go to waste. The members of the association have been quite prosperous in the past, but with the benefit of their past experience, increased facilities and new economic methods, they ought to become independent within the next three years.

From reports made by the members to the secretary, Mr. O. W. Patterson, he estimates that there are 350 or 400 acres of strawberries, 100 acres of raspberries and forty acres of blackberries within the association for next season's crop. About 30,000 berry crates have already been spoken for. Mr. Patterson was unprepared to give an estimate of the number of acres in apple trees belonging to the members, but the acreage is quite large. Besides this there is an enormous acreage of Elberta peach trees.

The prospect is exceedingly flattering for a good crop of all kinds of fruit next season. This means a lot of money for this section. Even figuring at the low estimate of \$50 per acre net profit, the growers will make \$25,000 from the 500 acres of berries next year, and with good prices and most favorable circumstances, they would double that amount. This sum, however, will seem insignificant in contrast with that which they will clear from their apple and peach crops, either of which will pay as well or better than the berries, and the acreage is so many times greater that the amount will be enormous. Many people have cleared \$100 and \$125 per acre from strawberries and greater amounts than this from peaches and apples. In estimating crop values, we had rather make the calculation on a conservative basis, using lower than the average instead of the highest figures; and thus we do not disappoint anyone by making wild and extravagant calculations. But \$50 or \$75 per acre net profit isn't so bad, especially where the price of land is so low as it is here. In

the wheat country of the Northwest it requires at least fifteen acres, and in the great corn belt of Iowa and Illinois, about ten acres to yield as great a net profit. Still the price of land in the farming countries is from 50 to 150 per cent. higher than here. Besides the reasonable price of land, profitable horticulture, etc., there are many other points in our favor worth considering. We are blessed with a climate which is conducive to health and happiness, and is surpassed by no state in the Union. The winters are mild and pleasant, the mercury seldom going so low as zero,

while in summer there is usually a good breeze stirring, and the heat is far less intense than it is several hundred miles farther north. On account of the abundance of wood and water, and many other conditions which we cannot enumerate in a short article, the cost of living is about 40 per cent. less here than in the north. We do not think this country would suffer by a fair comparison with any other. Those who came two years ago from Iowa, Nebraska, Dakota, Minnesota, and other northern states, say they would not live in those cold countries again under any consideration.—*Gentry Journal*.



A ROADSIDE ORCHARD.

Benton County, Arkansas.

Benton county is the northwest county of the state, bounded on the north by Missouri and on the west by the Indian Territory. Its area is about 900 square miles or 576,000 acres. The population numbers 35,000, and less than 10,000 of these live in the towns, a very large proportion of them being farmers and fruit-growers. About half of the county is hilly land, more or less timbered originally, the remainder being prairie. Nearly all of the land is good for the cultivation of

fruit. During the last five years a very large acreage has been planted in peaches and apples, and it is a safe statement to make, that there are more fruit trees in this county than in any other section of country of the same area. Fruitgrowing has been very profitable and many of the growers are independently wealthy; as a matter of fact, the whole population is prosperous.

The railway facilities of the county are excellent, and consist of the St. Louis &

San Francisco, which passes through the northern part, and the Kansas City Southern, which traverses the western part of the county. The cost and profit incident to the fruitgrowing industry in Benton county have much to do with determining the land values, and in few localities is there such a diversity of values as in this region. For purely agricultural operations the available lands are very cheap, but where a locality has reached the dignity and importance of a fruit shipping point, values, of course, are much greater. The price of land depends very much upon location, quality, improvements, local

the price of land depends upon the number of acres in young fruit trees, or bearing orchard. On an average land in healthy bearing fruit trees is valued at \$100 per acre, and land in young trees from \$50 to \$60, while the average price of straight farming land is \$25 and \$30 per acre. Unimproved fruit lands within a radius of four or five miles from town can be bought for \$10 and \$14 per acre, and no safer or more profitable investment can be made in any part of the United States than in this class of land in this part of the country. Most of this unimproved land is covered with a heavy growth



THE CITY OF SILOAM SPRINGS, ARK.

market, importance as a shipping point, distance from the railway, etc., and there is no set rule that can be applied in determining land values. In the first place, the value of land the world over depends upon what the land produces, no matter what kind of land it may be, or what the improvements may be; but, of course, the class of products is always to be considered. Land that would not be worth \$10 per acre as fruit land may be worth \$100 per acre as corn or wheat land, and *vice versa*. In this part of Arkansas the fruit industry forms the basis of values, and

of timber, and the timber cut into cord wood and fencing-posts will pay for clearing the land. When it is cleared and ready for planting trees the land will be worth from \$25 to \$30 per acre, and in one year after being set to fruit trees it will be worth from \$50 to \$60.

Regarding improved lands it may be said that even at \$100 per acre the investment is a good one, as it is nothing uncommon for bearing orchard land, either in apple or peach trees, to yield \$100 per acre in profit. Instances are on record in this part of Arkansas where land that

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would not produce \$10 per acre in any kind of grain has yielded \$150, \$300, and even as high as \$440 per acre in apples, peaches and strawberries, and the value of this land, therefore, is based upon the amount of fruit it produces. Land is not high priced at \$100 per acre that will yield \$100 per acre, or pay for itself in a single crop.

The cost of an apple orchard, not figuring in the wages of the farmer, would be the trees about \$4 per 100, and it will take 70 to 80 to plant an acre. The trees will cost about \$4 per acre, and say the land cost \$20, then the cash outlay would be \$24 per acre. The land would still be good for raising corn. Corn or cow peas, the latter more preferable and less injurious to the trees, can be grown in the orchard until it is large enough to bear, and the cultivation of the trees will therefore cost nothing. When the orchard is in bearing the land is worth \$75 to \$100 per acre. Strawberries bear in one year after planting, and from 5,000 to 6,000 are required to set an acre of ground. The plants will cost from \$1.50 to \$2.50 per thousand, and labor can be done by men and boys on a cheap basis. The profits on an acre of berries range from \$50 to \$100. So it will be seen that money can be made quickly and easily in the fruit growing industry, either by giving value to land or marketing the products. The best proof that can be offered that fruit growing pays in Benton county lies in the fact that in driving over the country you will see hundreds and thousands of acres of young orchards on every hand. If the old orchards have not been bringing in good money, the new orchards would not have been planted.

While horticulture is the most profitable industry in Benton county, agriculture, stock raising and poultry prove great sources of revenue to the farmers who are thrifty and industrious. In fact, the country is so resourceful that the farmer can have something to sell every month, if he only lays his plans well and works on a systematic basis.

There are several good towns in Benton county and several of these are on the Kansas City Southern railway. Decatur, Gravette, Sulphur Springs, Gentry and Siloam Springs are all rapidly growing places and great shippers of fruit, berries, poultry and eggs.

Benton county, in which Siloam Springs is situated, is famous more in the markets of the country for its fine apples, peaches, berries and poultry than for anything else, and it is worthy of the favorable comments it receives, considering that the fruit and poultry exports of the county exceed \$2,000,000 per annum.

It is quite in order therefore that the country surrounding Siloam Springs should be planted in orchards rather than in other crops, and these orchards line every road leading out of town. They vary in size from ten acres to one hundred, the smaller size prevailing. On nearly every one of these there lives in a good house, a good citizen who makes a comfortable living on a very small acreage, and who gets more solid comfort from it than the man who cultivates three hundred acres in wheat or corn or one hundred acres in cotton. The fruit, truck or berry grower of Siloam is a contented man, with money in bank, a fine milch cow in his pasture, flowers around his house, is personally acquainted with every chicken on the place, takes life easy, but gets a good hustle on himself about fruit shipping time. His principal dissipations are to attend the regular fruit growers' meetings, read the fruit trade journals, attend church regularly and vote for the continued closing of the saloons, of which there have not been any in Siloam for a number of years. With all these good points to his credit, he will occasionally fall from grace, catch a black bass in the Illinois river and tell his neighbors what it weighed with the scales on.

The apple crop of Benton county in 1901 amounted to 2,325 car loads, or at 160 barrels to the car, 372,000 barrels, worth at \$2.50 per barrel, \$930,000. The strawberry production was quite large, the stations of Decatur, Gravette, Sulphur Springs, Gentry and Siloam Springs shipping 20,000 crates, which was only a small part of the county's products. The same stations also shipped 11,000 crates of peaches, 23,732 dozen chickens and 92,316 cases of eggs of 30 dozen each.

The bumper crop in apples in Siloam Springs was that of 1901, when 173 car loads were shipped, evaporated and otherwise disposed of. The other fruits amounted to 6,000 crates of peaches, 5,000 crates of strawberries and incidental-ly 19,413 dozen chickens and 83,200 cases

of eggs. These together yielded a revenue of about \$500,000.

The apple crop of 1902 was 130 car loads, or 21,000 barrels, bringing an average price of about \$2.50 per barrel. The peach crop for 1902, in Benton county, amounted to 173 cars, of which Siloam Springs shipped 40 car loads, or 24,000 crates, worth in the aggregate \$22,800. Owing to the drouth of 1901 the berry crop was much diminished, but the shipments in 1902 amounted to over 2,000 crates, which brought an average price of \$2.40 per crate.

The fruit crop of 1903 was seriously injured by a late frost, but nevertheless yielded considerable revenue. The berry crop was a very fine one and brought very good prices. Of peaches there were practically none, but of apples considerable shipments were made.

The population of Siloam Springs is about 4,000. The place is well built and is rapidly improving. It is a famous health and pleasure resort, having ample accommodations for visitors who desire to spend the summer there. Gravette has about 1,800 inhabitants, and is a great local shipping point for fine fruits and poultry.

SULPHUR SPRINGS, ARKANSAS.

This locally famous health resort is situated in the northeast corner of Benton county, a few miles south of the Missouri state line, and is distant from Kansas City 205 miles. The immediate surroundings, owing to the somewhat hilly character of the country, the numerous smaller water courses and the timber growth incident to the slopes of the Ozark range, are picturesque and there is sufficient diversity in the landscape to entertain the newcomer, who may be in search of either health or pleasure. The principal attraction will always be the benefits likely to be obtained from the use of the waters incident to the locality. Springs are quite numerous and the waters of several are credited with highly curative properties. The most noted among them are the Chalybeate or Iron Spring, the Saline Spring and the White Sulphur Springs, all of which have highly curative properties.

Gentry has a population of about 2,000, all of whom are interested in commercial fruit growing. During the year 1903 about 5,000 acres have been planted in fruits in the immediate vicinity of the town.

The Maritime Business of Port Arthur, Texas.

Long before the construction of the Kansas City Southern railway was undertaken, it was realized that a deep water harbor was essential to the success of the enterprise. It requires much energy, much money and much courage to push a new railroad through a new country and create a deep sea harbor where there was none before, but this very thing was successfully undertaken and accomplished.

The flat marshy coast land was not deemed suitable for a permanent harbor, or for the site of a city which must grow up, where men go down to the sea in ships. The ships themselves must be protected against storms and the prospective city against damage from high water and floods. Seven miles from deep water, on the west shore of Lake Sabine, where the land was high and dry, was laid out the future seaport and was located the head of the Port Arthur ship canal. The canal,

185 feet wide and 25 feet deep, was cut through the open prairie, from Mesquite Point where there is deep water to Taylor's Bayou, a distance of seven miles. Conflicting interests hampered the enterprise in various ways, but stubborn persistence nevertheless carried it to a successful conclusion.

The canal was built, large enough and deep enough to carry the largest ocean vessels, seven miles inland, where elaborate docks, wharves, elevators, warehouses had been built and the railway tracks of two great trunk lines converge. There are large and commodious cotton warehouses, general merchandise warehouses, a half million bushel grain elevator, two docks especially fitted for handling export oil and other docks for lumber export and splendid facilities for handling the freight brought in by the numerous craft that navigate the Neches and Sabine rivers.

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Lake Sabine and the several bayous. All things considered, the shipping facilities of Port Arthur are among the best on the Gulf coast.

The growth of the ocean traffic at Port Arthur has been phenomenal. It has become a most lively competitor for everything that goes abroad in ships. A harbor that can provide freight for four hundred and seventeen ships, aggregating over half a million tons, with cargo values amounting to nearly ten million dollars, as did Port Arthur in 1903, is a recognized port the world around, and this maritime business is increasing from month to month, so that in February, 1904, fifteen ships were loading in one day, and a foreign freight line of twenty ships has been added to the already large list of ships that make regular trips to Port Arthur. The practical beginning of ocean traffic began in 1899 and at the close of 1900 the exports and imports had amounted to \$9,816,106, eighty-eight vessels having cleared at the port. During 1901 forty vessels with exports and imports of the value of \$1,593,341 and during 1902, two hundred and twenty vessels, with exports and imports valued at \$4,586,393 cleared for foreign and domestic ports. The business of 1903 in ship clearances is shown by months as below:

FOREIGN EXPORTS.

January, 3 vessels of 7,523 net tons, carrying 64,000 bushels of wheat, 2,539,331 feet of lumber, 1,019,631 gallons crude petroleum, 473,030 gallons solar oil, 560 gallons lubricating oils, 920,716 gallons illuminating oils, valued at \$141,744.

February, 7 ships of 13,823 tons, carrying 103,595 bushels of wheat, 21,950 bales of cotton, 383,680 pounds of flour, 5,322,349 sup. feet of lumber, 20,110 cubic feet of timber, 2,244,953 gallons crude petroleum, valued at \$1,235,630.

March, 4 vessels of 6,885 tons, carrying 16,329 bales of cotton, 4,072,355 sup. feet of lumber, value, \$897,986.

April, 2 ships of 6,124 tons, carrying 5,171 bales of cotton, 811,000 sup. feet of lumber, 1,182,088 gallons crude petroleum, 1,353,828 gallons illuminating oil, value, \$315,945.

May, 6 vessels of 9,308 tons, carrying 216,140 bushels of wheat, 11,237 bales of cotton, 720,000 pounds of flour, 3,450,149 sup. feet of lumber, 13,059 cubic feet of timber, value, \$779,605.

June, 3 vessels of 3,409 tons, carrying 176,000 bushels of wheat, 1,067,907 sup. feet of lumber, 12,500 cubic feet of timber, value, \$166,267.

July, 4 ships of 8,095 tons, cargoes, 500 barrels of pitch, 120,000 bushels of wheat, 96,000 pounds of flour, 2,850,415 sup. feet of lumber, 2,260,356 gallons of solar oil, 29,998 gallons lubricating oils, value, \$212,469.

September, 3 vessels, 7,538 tons, cargoes, 160,000 bushels of wheat, 1,565,000 sup. feet of lumber, 9,087 cubic feet timber, 2,560,606 gallons crude petroleum, 5,116 gallons illuminating oil, value, \$161,615.

October, 2 ships of 4,468 tons, cargoes, 104,000 bushels of wheat, 6,611 bales of cotton, 503,288 sup. feet pine lumber, value, \$518,835.

November, 5 vessels of 12,938 tons, cargoes, 184,000 pounds of canned meats, 224,000 bushels of wheat, 17,767 bales of cotton, 2,155,661 sup. feet of pine lumber, 2,435,270 gallons illuminating gas, value, \$1,370,870.

December, 6 ships of 13,396 tons, cargoes, 288,000 bushels of wheat, 16,139 bales of cotton, 260,000 pounds of flour, 672,000 pounds of cotton seed meal, 501,930 pounds of rice bran, 807,215 sup. feet of lumber, 32,417 cubic feet of timber, value, \$1,309,837.

Total, 45 foreign ships of 93,506 tons, carrying 1,453,735 bushels of wheat, 95,209 bales of cotton, 1,459,600 pounds of flour, 24,147,670 sup. feet of pine lumber, 87,223 cubic feet timber, including pitch pine, oak, ash, walnut and hickory, 7,007,278 gallons crude petroleum, 2,733,686 gallons solar oil, 30,558 gallons lubricating oils, 4,714,930 gallons illuminating oils, 500 barrels pitch, 184,000 pounds canned meats, 672,000 pounds of cotton seed meal, 501,930 pounds rice bran, value, \$7,110,830.

The coastwise traffic was also immense. During 1903 there cleared from Port Arthur 372 vessels, whose crews numbered 6,072, the tonnage being 470,666. The cargoes carried were 223,698,412 gallons crude petroleum, 28,532,834 gallons solar oil, 2,601,470 gallons lubricating oil, 5,094 barrels of pitch, 361,536 gallons engine oil, 922,152 gallons asphalt oil, 2,348,050 gallons illuminating oil, 5,934,394 sup. feet sawn timber, 420 gallons naptha and 91,350 gallons gasoline. Total value about \$3,000,000.

The city of Port Arthur has grown apace with the improvements of the harbor. It has now about 5,000 inhabitants, some eight or nine hundred substantial residences and over two hundred and fifty business houses, two depot buildings, six churches, several public schools, seven refineries for oil, four oil pipe lines, two oil docks, factories for making oil cans, cooperage and barrel works, a rice mill of 1,000 barrels capacity, a modern electric plant, two banks, eight hotels, a natorium, waterworks, ice plant, city docks for river and lake craft, a street car line, brick yard, graded streets, cement side walks, docks, canal, warehouses and elevators to load the largest sea-going steamers, etc., etc.

The Port Arthur Water Co., Port Arthur Ice Co. and Port Arthur Light and Power Co. have invested \$250,000 in their plants. An electric line connecting Port Arthur with the different oil fields and refineries is now under construction. The ice plant has a capacity of forty tons per day in addition to affording ample storage for perishable fruits and vegetables. The electric plant has a capacity of 4,000 lights and the capacity of the water works is 1,500,000 gallons per diem. The city docks for inland craft consist of a basin 300 by 2,500 feet in area, a dry dock and wharves and docks for the accommodation of the numerous lake and river craft.

The mercantile lines are well represented and of newspapers there are one daily and two weeklies. The school system is very complete and up-to-date, consisting of a high school and several graded schools, all housed in substantial buildings. The

special industries of Port Arthur are the refining of oil and the milling of rice. The oil from Spindletop, Sour Lake, Batson and half dozen other fields is piped to Port Arthur where it is refined and exported. Enormous quantities of rice are milled at Port Arthur, to which place many thousands of acres of rice lands are tributary. Lands which seven or eight years ago could have been purchased at one to three dollars per acre are hard to get now for fifty or seventy-five dollars per acre.

Among the many attractions which make Port Arthur an ideal resort both in summer and in winter are the splendid facilities for boating, hunting and fishing. Throughout the winter season, the numerous small lakes and bayous are swarming with countless flocks of ducks, geese and water fowl and in the woods along the Neches and Sabine rivers, deer and black bear are plentiful. Among the many varieties of fishes found in the vicinity of Port Arthur, which are caught with hook and line, are salt water cat, flounder, croaker, drum, buffalo, red fish and salt water trout. The latter is the gamest of the small fish, and is generally plentiful. Very large fish, such as alligator gars, sharks, sting rays and tarpons are also numerous. The tarpon is the ideal game fish, grows to a length of six and a half feet and weighs as much as 150 pounds. It is the true fish in shape and once on the hook is the most vigorous fighter found anywhere. Only an expert fisherman can land one, and then it is often a severe task of several hours' duration.

The Business of Kansas City During 1903.

Few people have any conception of the magnitude of the grain and live stock handled annually in Kansas City. In the matter of grain the gross receipts exceed those of preceding years, the total quantity of cereals handled being 61,000,000 bushels, of which 38,000,00 bushels were wheat. The grain receipts for 1903 exceeded those for 1902 by 12,856,000 bushels, the receipts of wheat exceeding the previous year by 14,000,000 bushels. The receipts from all sources are given as fol-

lows: wheat, 28,183,200 bushels; corn, 16,426,000 bushels; oats, 6,332,600 bushels; rye, 480,000 bushels; barley, 313,000 bushels; flax, 37,600 bushels; bran, 9,300 tons, and hay, 135,290 tons.

Millers in Kansas City have enjoyed an unusual degree of prosperity during the last half of the year, their plants running at full capacity most of the time to keep up with foreign and domestic orders. Statistics show that flour shipments for the twelve months aggregated 1,230,000 bar-

rels, as compared with 963,000 in 1902 and 1,187,000 in 1901. The wheat ground into flour and bran was fully 9,000,000 bushels. It is in the growth of the milling industry here that grain dealers find one of their greatest encouragements. Kansas City has five large flour mills, running from 1,000 to 8,000 barrels daily capacity. The contract for another one of medium size has been let, and there is talk of the erection of two other mills.

GREAT CENTER FOR ELEVATORS.

Kansas City's elevator facilities were crippled by the June flood, and there were several fires during the year, but the building of new elevators and the extension of old ones has progressed rapidly. In this enlargement of the storage and handling capacity there is an indisputable sign of confidence in Kansas City as the great western market for grain. The special function of the elevator man is to combine wheats of varying grades and scientifically blend them into uniform grades admissible into the world's consumptive channels. Here are located houses with the best of machinery and processes for this work. Even though the elevator men buy a large proportion of their wheat direct from the country, they must go into the open market to get the varieties required, and thus is assured the continuation of the business of ordinary consignments.

NUMEROUS CHOP MILLS.

Of no small proportions are the facilities of Kansas City for manufacturing corn and oats into chop and oatmeal. Annual shipments of corn products to the South and other parts of the country are heavy. A great percentage of the corn and oats arriving here leaves the city in a different form from that in which it came. The existence in this vicinity

of several breweries, distilleries and oil mills makes a sure market for barley, rye and flaxseed.

Kansas City had somewhat smaller receipts of hay in 1903 than a year ago, but more than in 1901. The arrivals were 135,290 tons. Hay men have suffered severely from the hampered condition of the railroads following the floods, and the roads are charged with having treated the market unfairly, in many instances diverting hay to other points. Hay production in Kansas City's territory was large, and there is yet a good deal of the crop to move. The Kansas City Hay Dealers' Association comprises a liberal membership, and this market is the supply depot for many points north and east. Local consumption is a big item, the stock yards being a constant and heavy buyer, in addition to the regular feeding demand.

The great June flood interfered seriously with the receipts of live stock, and so a slight decrease in the business is shown. The flood prevented the use of the stock yards for over two weeks, and required the expenditure of \$225,000 to clear away wreckage and rebuild where damage had been done. Since the flood the yardage capacity has been increased by 200 cars.

The total number of head of cattle received during 1903 was 1,951,854, as against 2,082,541 received in 1902. The receipts of hogs amounted to 1,976,004 in 1903 and 2,729,337 in 1902; of sheep, 1,155,666 in 1903 and 1,154,084 in 1902; of horses and mules, 67,236 in 1903 and 76,844 in 1902.

The yards, improved and enlarged, are now in better condition than they ever have been before, and for the year 1904 a very largely increased business is expected.

Agricultural and Horticultural Miscellany.

CORN, COTTON AND RICE.

The gross quantity of field corn grown in the United States, and in several states separately, has been mentioned in other issues of CURRENT EVENTS. The canned corn pack is rarely mentioned, though large quantities and great values are concerned therein. *The American Grocer* has recently made an estimate for the season

of 1903. According to this estimate there were canned in 1903, 4,751,146 cases of two dozen tins each, against 4,288,664 cases in 1902. The estimate given by states for 1903 in cases is as follows: Maine and Vermont 381,202; New York, 585,403; Maryland and Virginia, 589,589; Iowa, 857,700; Illinois, 1,056,450; Ohio, 224,500; Indiana, 358,278; Penn-

sylvania, 81,799; Nebraska, 155,565; Missouri, 15,000; Delaware, 68,100; Wisconsin, 132,010; all other states, 85,550; Canada, 160,000. Total, 4,751,146 cases of two dozen cans each.

The rice production of the United States, between 1883-4 and 1902-3, as recently compiled by the United States Bureau of Statistics, and as shown by the amount placed upon the market, without regard to quantities consumed by the producers or reserved for seed, follows, in pounds: 1883-4, 110,700,000; 1884-5, 109,561,600; 1885-6, 150,500,000; 1886-7, 155,669,500; 1887-8, 113,630,700; 1888-9, 124,733,200; 1889-90, 131,722,000; 1890-1, 136,750,000; 1891-2, 155,666,000; 1892-3, 237,547,000; 1893-4, 122,865,000; 1894-5, 109,820,800; 1895-6, 168,685,440; 1896-7, 96,886,400; 1897-8, 116,301,760; 1898-9, 136,990,720; 1899-00, 219,278,200; 1900-1, 253,139,200; 1901-2, 388,035,200; 1902-3, 319,392,960 pounds. During this time the imports have varied from 94,252,090 pounds to 219,564,320 pounds, the imports of 1902-3 being 169,656,184 pounds.

The cotton crop grown in the United States during the season of 1903-4, according to national reports, is as follows: Total number of bales, 9,859,277, of which there were produced in Alabama, 1,020,592; Arkansas, 664,410; Florida, 57,174; Georgia, 1,307,169; Indian Territory, 299,553; Kansas, 55; Kentucky, 563; Louisiana, 826,316; Mississippi, 1,367,489; Missouri, 32,239; North Carolina, 541,146; Oklahoma, 191,095; South Carolina, 708,714; Tennessee, 234,919; Texas, 2,505,588, and Virginia, 12,255 bales. There were 30,171 gins in operation, and these had ginned in all 9,859,277 bales. The export cotton business amounted to \$378,000,000. The record of preceding exports is: 1883, \$224,000,000; 1888, \$225,000,000; 1893, \$204,000,000; 1898, \$232,000,000, and 1903, \$378,000,000. The total from 1883 to 1903 is over \$5,000,000,000. The chief buyers of the 1903 crop were: Great Britain, \$147,000,000; Germany, \$111,000,000; France, \$47,000,000; Italy, \$21,000,000; Russia, \$9,000,000; Belgium, \$8,000,000; British North America, \$5,000,000; Japan, \$4,500,000, and Mexico, \$3,000,000.

LOUISIANA FIELD CROPS FOR 1903.

SPLENDID AGRICULTURAL GROWTH SHOWN
BY THE NEW STATISTICS.

The report of the Department of Agriculture, now being prepared for the coming session of the general assembly, contains much carefully prepared and valuable information. The crop statistics for 1903 are as follows:

Cotton acreage, 1,703,806; cotton yield, bales, for state, 751,327; corn acreage, 1,539,762; corn yield, bushels per acre, 16; corn yield, bushels, for state, 24,938,524; sugar cane, acreage, 342,602; hogsheds of sugar (1,000 pounds), 532,634; barrels of molasses (50 gallons), 411,645; rice acreage, 312,557; rice yield, pounds clean rice per acre, 1,029; rice yield, pounds clean rice for state, 321,851,262; sweet potatoes yield, bushels per acre, 37; sweet potatoes yield, bushels for state, 2,131,541; Irish potatoes acreage, 28,549; Irish potatoes, yield bushels per acre, 21; Irish potatoes yield, bushels for state, 894,055; oats, acreage, 71,531.

The agricultural and industrial statistics for 1903 are as follows: Total number of acres in state, 26,412,547; total number of acres in cultivation, 5,038,624; total number of acres in timberland, 14,904,593; total number of acres in pasture, marsh and meadow, 5,674,127; total number of manufacturing and mechanical industries, 2,805; total amount of capital invested in same, \$123,796,707; total number of irrigation plants, 126; total value of same, 2,448,100; total number of miles of irrigation canals, 969; total estimated cost of same, \$2,281,940; total value of live stock, \$24,181,171; total number of cotton gins, 1,947; total value of cotton gins, \$3,422,250; total number of rice mills, 51; total value of rice mills, \$3,745,300; total number of cotton seed oil mills, 50; total value of cotton seed oil mills, \$4,142,100.

KANSAS CROPS FOR 1903.

It's a bad year when Kansas is not doing something out of the ordinary. The year 1903 apparently was a good one, for the Secretary of the State Board of Agriculture makes the following statement in his annual crop report: Winter and spring wheat 94,041,902 bushels, value \$52,426,355.55; corn, 169,359,769 bushels, value \$57,078,141.67; oats, 28,025,729 bushels, value \$8,042,764.06; rye, 2,962,392

bushels, value \$1,255,257.96; barley, 4,854,337 bushels, value \$1,589,907.87; buckwheat, 1,974 bushels, value \$1,579.20; Irish and sweet potatoes, 5,385,837 bushels, value \$4,099,960.18; castor beans, 1,768 bushels, value \$1,758.00; flax 606,214 bushels, value \$484,971.20; cotton 75,040 pounds, value \$6,753.60; tobacco, 13,650 pounds, value \$1,365; broom corn, 8,682,335 pounds, value \$322,841.25; millet and Hungarian 549,163 tons, value \$1,855,050.00; sorghum for syrup, 1,341,624 gallons, value \$509,817.12; sorghum for grain and forage \$9,868,683.00; domestic and prairie hay, 3,079,046 tons, value \$14,217,194.00; wood, dairy and poultry products, \$15,220,824.25; animals slaughtered and sold for slaughter \$54,644,272.00; horticultural, garden products, wine, \$2,088,553.00; honey, beeswax and wood, \$268,440.91. Total value of farm products \$223,984,498.82. Number of horses and mules 946,493, value \$72,301,132.00; milch cows, 802,738, value \$21,673,926.00; other cattle, 2,745,586, value \$54,911,720.00; sheep, 167,044, value \$501,132.00; total value of live stock \$163,552,590.00; grand total farm products and live stock, \$387,557,088.00. Increase one year, \$16,127,621.00.

GROWING POTATOES IN LOUISIANA.

Joe Alexander, who a year ago went to Alexandria, La., to engage in potato growing, has been in the city and returns to his new home the latter part of the week. He says that he has about 1,100 acres of potatoes planted in his individual interest and about 250 acres planted on shares. The season has been favorable and the stand looks well and promises a large yield. He says that he will be in the market by the first of May if no untoward conditions intervene and that the first digging will bring about \$1.25 per bushel, and the late digging about \$1.00 per bushel. Mr. Alexander says that the people in Louisiana are for cotton and do not take kindly to potato growing. Those who do plant potatoes plant cotton between the rows, and have been enabled to harvest a bale and a half of cotton and 100 bushels of potatoes to the acre. In order to induce the people to plant potatoes Mr. Alexander

says that he furnishes the seed and then enters into a contract to purchase the yield at a specified price, and in that way he has succeeded in getting 250 acres in.—*Fort Smith Times.*

CUCUMBER ACREAGE.

Colonel Grim, of Ft. Smith, was in De Queen Saturday, closing up contracts for cucumber acreage for the Oklahoma Vinegar Co. About 250 acres of cucumbers have been contracted for in this vicinity. The average yield is said to be 100 bushels to the acre, which will make the De Queenland production about 25,000 bushels. The price to be paid is 50 cents per bushel and consequently this industry will put about \$12,500 in circulation here this summer. The crop from Texarkana and intervening points will be sent here for salting. The acreage in cantaloupes will be greatly increased for the season of 1904. The preceding shipments of cantaloupes have reached 25,000 crates per annum.

TEXAS HONEY.

The following interesting account of the honey production of Uvalde county is given out by J. K. Hill, a prominent apiarist of that locality. He says: "In Uvalde county alone there are about 14,000 colonies of bees managed scientifically for profit. These bees are valued at \$5.00 per colony, or \$70,000, not including the necessary fixtures for managing same, which, at a fair estimate, will be worth \$42,000, or a total value of bees and fixtures of \$112,000. This does not include the new supplies of stock in store houses. From these 14,000 colonies of bees in 1903 was marketed about 9,700 cases of honey, or 1,164,000 pounds, at an average of nine cents per pound, which would be \$104,760.

"In marketing this honey, we sold seven carloads of honey cans to pack it in, valued at \$9,800, and two cars of bee fixtures, valued at \$3,000. Two-thirds of the population of Uvalde county are interested more or less in the bee business, and of this two-thirds, about half depends almost exclusively on bees for a livelihood. All Southwest Texas is nearly, if not quite, as good for bees as Uvalde."

Industrial Notes.

AMSTERDAM, MO.—Arrangements are now being made with the Gibbons & Goldman Coal Co. to furnish electric lights for the town. The Garrison & Hill Coal Co., who are sinking a coal shaft on the Jett place, have put in a ten horse power engine and a fifteen horse power boiler.

PITTSBURG, KAN.—The coal mining inspector's report for 1903 shows that 9,315 men and boys were employed in the Kansas coal mines; that the average quantity mined was 535 and one-third tons per man, and the average amount earned by each employe was \$437.01.

PITTSBURG, KAN.—The First State Bank of Pittsburg was opened up for business about the beginning of February. The new bank is well equipped and is a valuable addition to our already large banking facilities.

The Pittsburg Sewer Pipe and Conduit Company in connection with other productions are now manufacturing a class of fire proof material, which replaces wood work in large buildings, making destruction by fire practically impossible. The fact that it can be furnished as cheap as wood makes it desirable and a good demand has been found for it.

PITTSBURG, KAN.—The Pittsburg Zinc Company is now at work renovating the old St. Louis Zinc Works, which have been idle for a long time. While a large amount of work is yet to be done, new boilers and machinery have to be installed, and the furnaces lined with fire brick. It is thought that the plant will be in working order before long.

JOPLIN, MO.—The lead and zinc output for 1903 of Newton county, Kansas, is given as follows: Lead, 3,454,880 lbs.; zinc, 24,619,520 lbs.; value, \$414,690. These ores came from the camps at Spurgeon, Spring City, Granby, Diamond and Wentworth, Kans.

JOPLIN, MO.—The Joplin Club has under consideration a proposition for the location of a Cement Building Stone factory, and also a proposition to construct a paper mill. Raw material for both enterprises is convenient, and it is thought that mutually satisfactory arrangements can be made.

JOPLIN, MO.—The city's tax assessments for 1904 show a total valuation of \$4,296,122, of which \$3,152,925 was chargeable to real estate, and the remainder to personal property.

JOPLIN, MO.—The Southwestern Missouri electric line is being now rapidly built, and a new branch will be in operation soon.

JOPLIN, MO.—The Junge Baking Company, of Chicago, Ill., has arranged to build a three-story cracker factory in Joplin. The new establishment will employ forty men.

SILOAM SPRINGS, ARK.—The Siloam Mining Co., capital \$50,000, has been formed here for the purpose of developing certain lead and zinc discoveries made in this vicinity.

SILOAM SPRINGS, ARK.—The engines, boilers, pumps, carbonating machinery of the Siloam Springs Water Company have arrived and are being installed. The plant will be ready for business about April 25th.

SILOAM SPRINGS, ARK.—The J. E. Bratt produce houses have shipped four carloads of eggs per week during the last month. The eggs come from Siloam Springs, Westville, Gentry and Gravette, Ark. Nearly all these eggs go to Chicago, and net about \$20,000 per week to the poultry men.

GENTRY, ARK.—Messrs. Mitchell and Gordon, proprietors of the Bloomfield Roller Mills, have contracted to move their mill to this point.

STILWELL, I. T.—The local cotton and ginning company has been a great factor in building up this point as a local cotton market.

WESTVILLE, I. T.—The Fayetteville Lumber & Cement Co. has established here a large lumber yard. A cold storage and electric light plant is to be commenced here within a few weeks.

WESTVILLE, I. T.—The town authorities are negotiating with several parties for the installation of an electric light plant.

POTEAU, I. T.—Oil has been found at a depth of 1,800 feet in a test well recently bored. An oil gusher has also been struck at Muskogee, I. T.

POTEAU, I. T.—A joint stock company has been organized here for the manufacture of pressed and vitrified brick. \$12,000 has been subscribed for this purpose.

FORT SMITH, ARK.—The Commercial Club is now negotiating for the installment of a large hard wood working plant which will employ about 250 people. Parties from Wilmington, Delaware, are now on the ground looking for a suitable location for a large powder mill. The mill already here has done a good business. A cracker and biscuit factory is to be installed here in a few weeks.

The construction and installation of machinery in the new wagon factory is going on rapidly and it is promised that by March 1st several hundred men will be added to Fort Smith's working forces. The Municipal Water Company have erected a new standpipe, built a new pumping station and put in new water mains, to supply the new suburb built up last year and containing about 3,000 inhabitants.

FORT SMITH, ARK.—Arrangements have been completed for the building of a new cracker factory, which is to be in operation in a short time.

FORT SMITH, ARK.—Six new factories have been located here within a year, adding 2,500 people to the population of Fort Smith. Real estate values have advanced 25 per cent.

FORT SMITH, ARK.—The Fort Smith Light and Power Co. have under consideration the extension of several of their street car lines. Other improvements to the value of \$10,000 are to be made this year.

FORT SMITH, ARK.—A large force of men are at work planting out 10,000 Elberta peach trees and 1,000 apple trees on the Sunnyside fruit farm near this city.

MENA, ARK.—The railroad business of this town for 1903 was as follows: Freight charges, \$125,447. The traffic passing through Mena was: Loads from the north, 35,816; empties, 22,404; loads from the south, 34,996; empties, 10,137; total, 103,353. The local water works system, including stand pipe, mains, etc., will be ready for use on April 1, 1904. The postal business in 1903 was as follows: Increase over previous year, 25 per cent; money orders issued, 6,030; money orders paid, 4,936; registered letters and parcels, 650; gross receipts, \$6,272. Mena is a distributing point for forty postoffices.

MENA, ARK.—The people of Mena are feeling good. They have built a large number of business houses and residences during the present year. Have now in construction a public school building costing \$10,000 and a water works system costing \$25,000 and have secured a contract insuring the building of a railway to the great slate quarries east of town.

MENA, ARK.—Mr. Wm. Hodge, of DeQueen, has perfected arrangements to open up a stove factory in the vicinity of this city.

DE QUEEN, ARK.—This town is growing so rapidly that new houses are badly needed. Whoever wants good rent paying investments can find them here.

HORATIO, ARK.—Five hundred men are engaged in a peach orchard between DeQueen and Horatio, owned by the Southern Orchard Planting Company. 2000 acres have been planted during the spring of 1904.

TEXARKANA, TEX.—The Hudson River Oil & Gas Co., capital \$500,000, has been organized here for the purpose of boring for oil in Little River county, Ark.

TEXARKANA, TEX.—The Weber Wagon Co. of Chicago have in contemplation a proposition to locate a branch farm wagon factory at this point.

SHREVEPORT, LA.—The Queen City Furniture Mfg. Co., capital \$75,000, has been organized and will begin operations at an early day. About eighty people will be employed in the new factory. The annual pay roll will amount to about \$50,000. The Edler Cigar & Tobacco Co., Ltd., capital \$25,000, was organized in February and is now turning out cigars made from home-grown tobacco, which are pronounced by those familiar with the weed, as equal to the best imported Cuban tobacco.

SHREVEPORT, LA.—From a count made of passing trains it is a safe estimate to say that the Kansas City Southern railway hauls an average of 150 carloads of lumber per day.

FRIERSON, LA.—The Louisiana Orchard Culture Co. are now planting peach trees in their 2000-acre orchard.

BEAUMONT, TEX.—A new rice milling company has been formed in the incorporation and construction of the mill is soon to follow. The plant is to be completed in time for the rice crop of 1904.

BEAUMONT, TEX.—Judging from present appearances there will be an unusually active movement in real estate this present spring and summer.

BEAUMONT, TEX.—The city council has undertaken to contract for the paving of a considerable number of city blocks, a much needed improvement.

BEAUMONT, TEX.—A number of independent oil producers of Sour Lake, Saratoga and Beaumont have agreed to form an oil storage company, capital \$100,000.

BEAUMONT, TEX.—The Batson oil field has now been sufficiently developed to enable an estimate of its capabilities. Over two score wells are now going down, and those already bored should yield from 15,000,000 to 25,000,000 barrels. At the present time about 1,000,000 barrels storage capacity is under construction.

PORT ARTHUR, TEX.—The Port Arthur Rice Mill has been cleaning from 1,100 to 1,200 bags of rice per day, and there is sufficient stock on hand to run the mill until the middle of April.

PORT ARTHUR, TEX.—Foreign shipping from this port has increased wonderfully. The daily loading comprises now from eight to fifteen vessels, mostly destined to foreign ports.

PORT ARTHUR, TEX.—The Texas Oil Company has decided to triple the size of its refinery at this point and has increased its capital stock from \$3,000,000 to \$6,000,000. The present refinery has a capacity of 5,000 barrels and ten 1,000-barrel stills are to be added immediately.

The Cudahy Packing Company, which has exported considerably through this port, will hereafter greatly increase the shipments by way of Port Arthur.

LAKE CHARLES, LA.—The Majestic Hotel Company have in course of construction at Lake Charles a fine hotel to contain 126 rooms, to be built of pressed brick and be equipped with every modern facility and appointment. Capt. James Furlong of the Sabine Hotel at Port Arthur is to become its manager.

LAKE CHARLES, LA.—The Southwestern Brick & Tile Mfg. Co. has burned its first kiln of brick and has shown the enterprise to be an unqualified success.

JENNINGS, LA.—The oil output of this field for 1903 is given at 500,000 barrels, that of Spindletop, Tex., 6,500,000, of Sour Lake 7,000,000, and Saratoga, Tex., 100,000 barrels. The quantity in storage at various places is estimated at 10,000,000 barrels.

KANSAS CITY SOUTHERN RAILWAY CO.

STUART R. KNOTT.....President.
 T. E. JARRETT.....General Superintendent.
 E. E. SMYTHE.....General Freight Agent.
 S. G. WARNER.....General Passenger and Ticket Agent.
 J. W. METCALF.....Superintendent (N. Div.) Pittsburg, Kans.
 E. PHENNEGER.....Superintendent (S. Div.) Texarkana, Tex.

GENERAL OFFICES, KANSAS CITY, MO.

TEXARKANA & FORT SMITH RAILWAY CO.

STUART R. KNOTT.....President
 W. S. ESTES.....First Vice-President
 E. PHENNEGER.....Superintendent.
 C. E. PERKINS.....General Freight Agent.
 C. E. SWINDELL.....General Passenger and Ticket Agent.

GENERAL OFFICES, TEXARKANA, TEX.

Traffic Representatives of the Port Arthur Route.

The authorized representatives of the Port Arthur Route whose names and addresses are given below will, upon application in person or by letter or telegram, promptly and cheerfully answer any inquiries concerning time of trains, rates of fare and transportation facilities.

BEAUMONT, TEX.....	{ J. C. MOW, (K. C. S. R'y).....Commercial Agent R. A. MORRIS, (T. & Ft. S. R'y) City Ticket Agent
CHICAGO, ILL..... Marquette Building.	{ O. G. PARSLEY, (K. C. S. R'y).....General Agent
DALLAS, TEX.....	{ A. CATUNA, (K. C. S. R'y)General Agent
FORT SMITH, ARK....	{ H. N. HALL, (K. C. S. R'y).....General Agent W. H. MAPES, (K. C. S. R'y) City Pass. & Ticket Agt.
HOUSTON, TEX..... 206 Main Street.	{ H. C. ARCHER, (K. C. S. R'y).....General Agent
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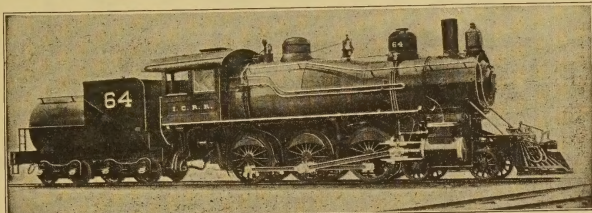
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